THROUGH MANCHURIA AND CHOSEN

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THROUGH MANCHURIA AND CHOSEN

1924

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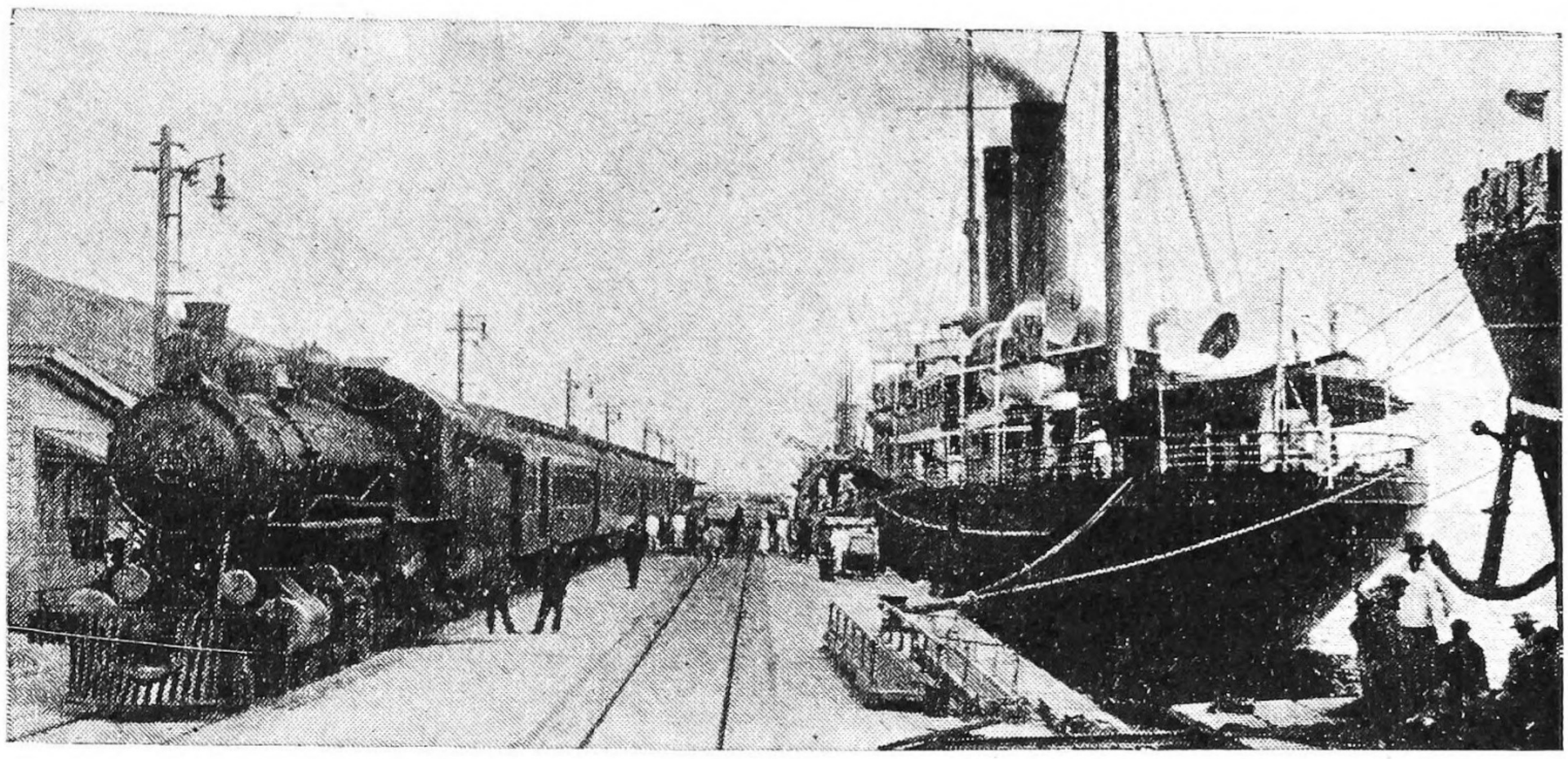

Rail and Steamer Connection at Dairen.

INFORMATION FOR TRAVELLERS

DAIREN is a free port, but all baggage of travellers going northward from Dairen are subject to the examination by the Chinese Customs. At Antung baggage of travellers entering from Chosen to China or vice versa will be examined by the Customs officials; checked baggage, whose owners have not attended the examination, will be held at Antung station by the Customs authorities.

Currencies circulated in Manchuria are very complicated as every district has its special standards, coins, and notes. The Japanese currency is used in Dairen, Port Arthur, and other railway towns on the South Manchuria Railway. Foreign currencies can be exchanged at principal railway stations and hotels.

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In Chosen the Japanese currency is used, but the notes issued by the Bank of Chosen are good only in Chosen, and these have to be exchanged into the Bank of Japan notes, if travellers are to enter Japan from Chosen.

Passports of foreign travellers will be examined by the Japanese authorities at Antung.

Travellers entering Chosen, Japan, or the Kwantung Leased Territory (in which Dairen and Port Arthur are located) are allowed to bring in duty-free only 50 cigars or 100 cigarettes.

Through passenger tickets are issued between stations on the South Manchuria Railway and the principle points in Japan and China. The through checking of baggage is also made.

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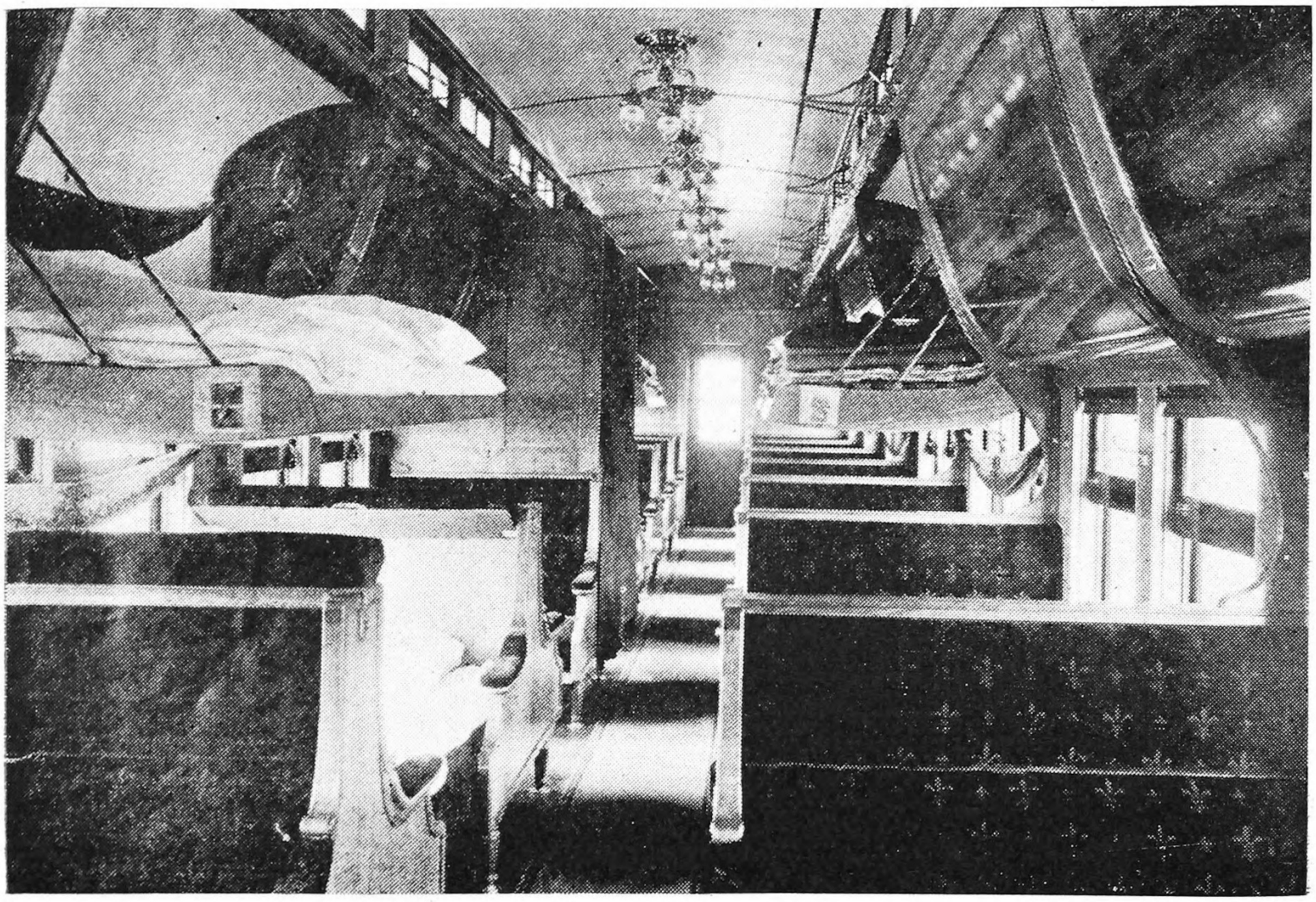
Interior of Dining Car, S.M. Rly.



Interior of First Class Sleeping Car, S.M. Rly.

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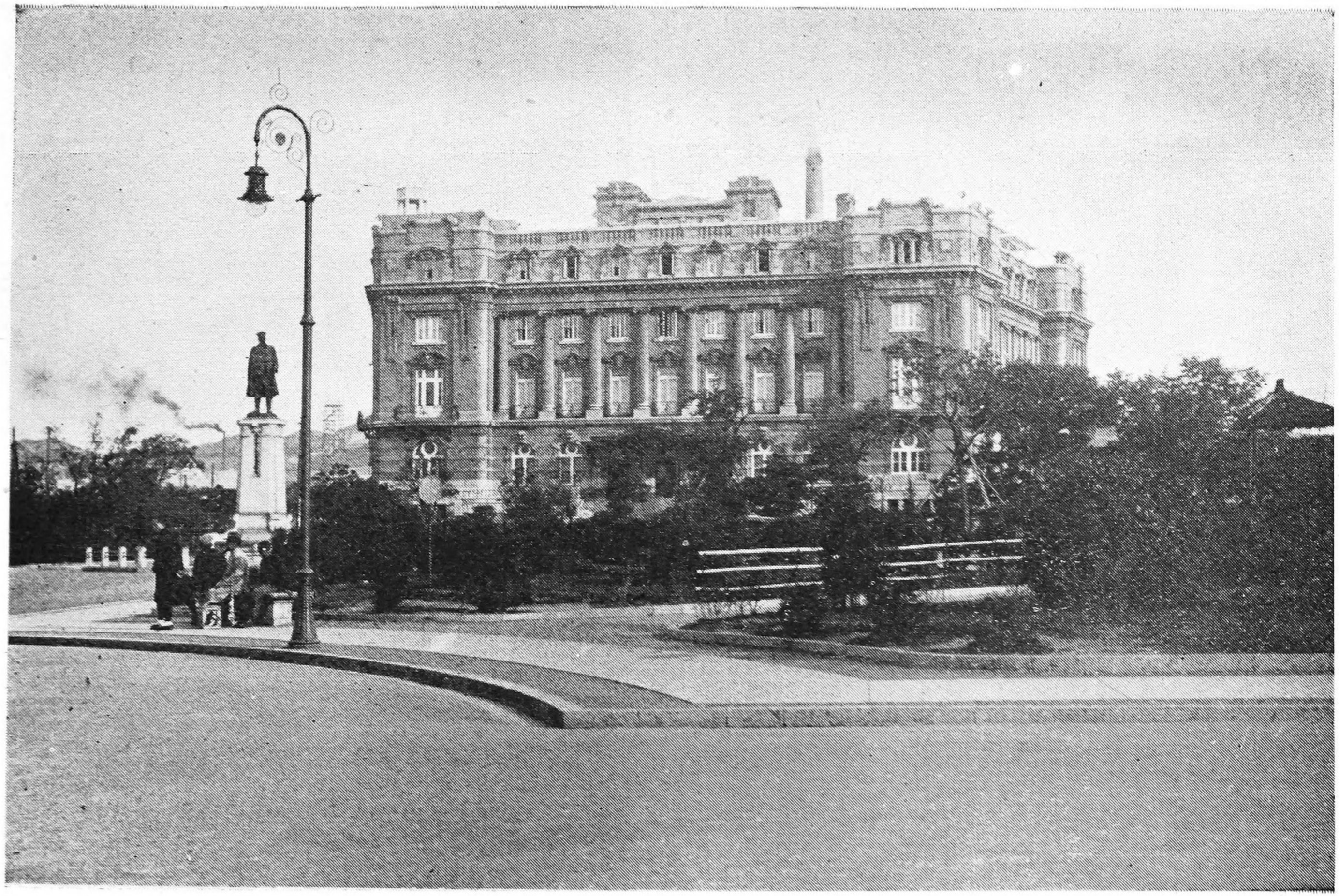

Yamato Hotel, Dairen.

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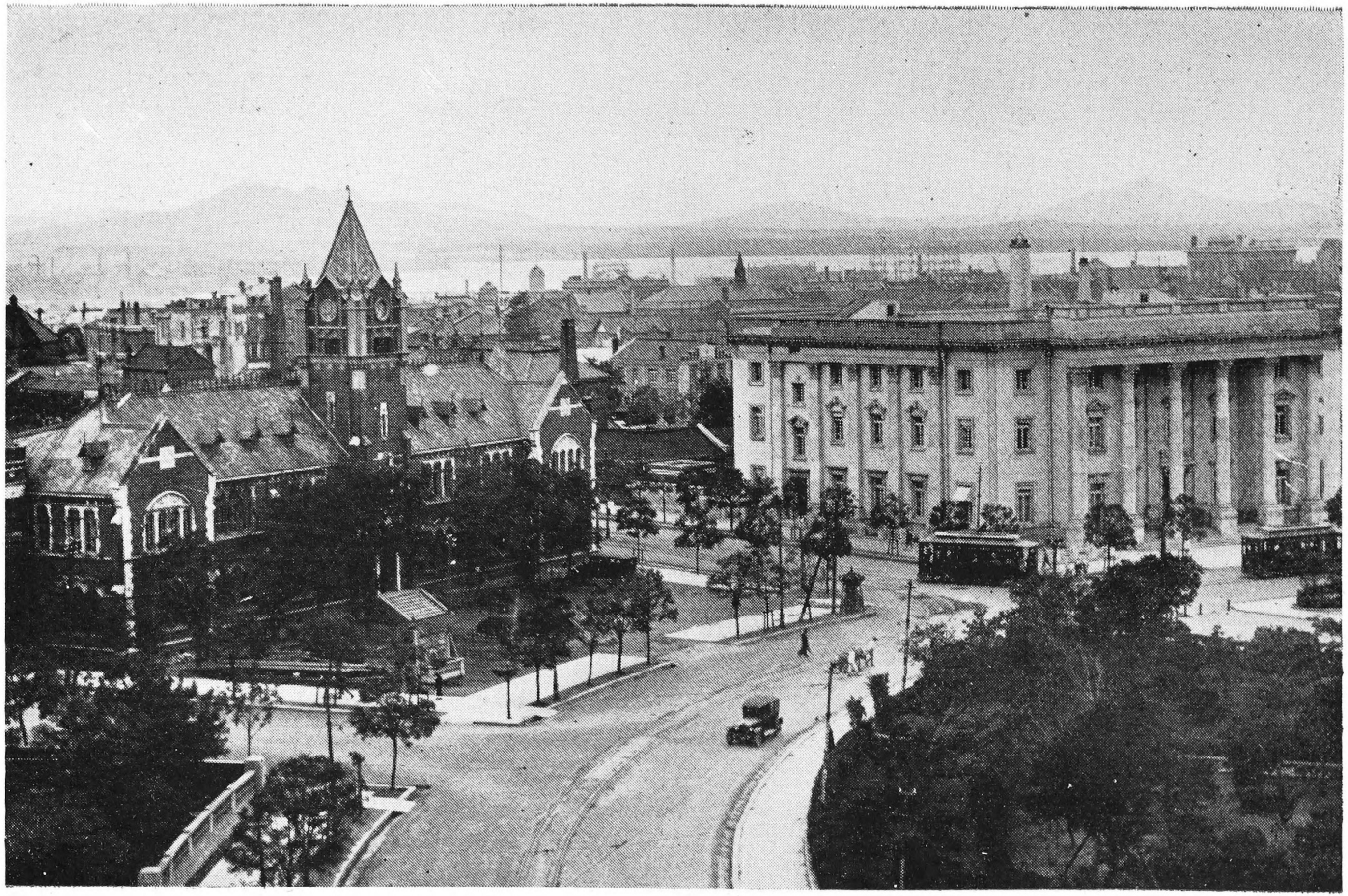

Part of Central Circle, Dairen.

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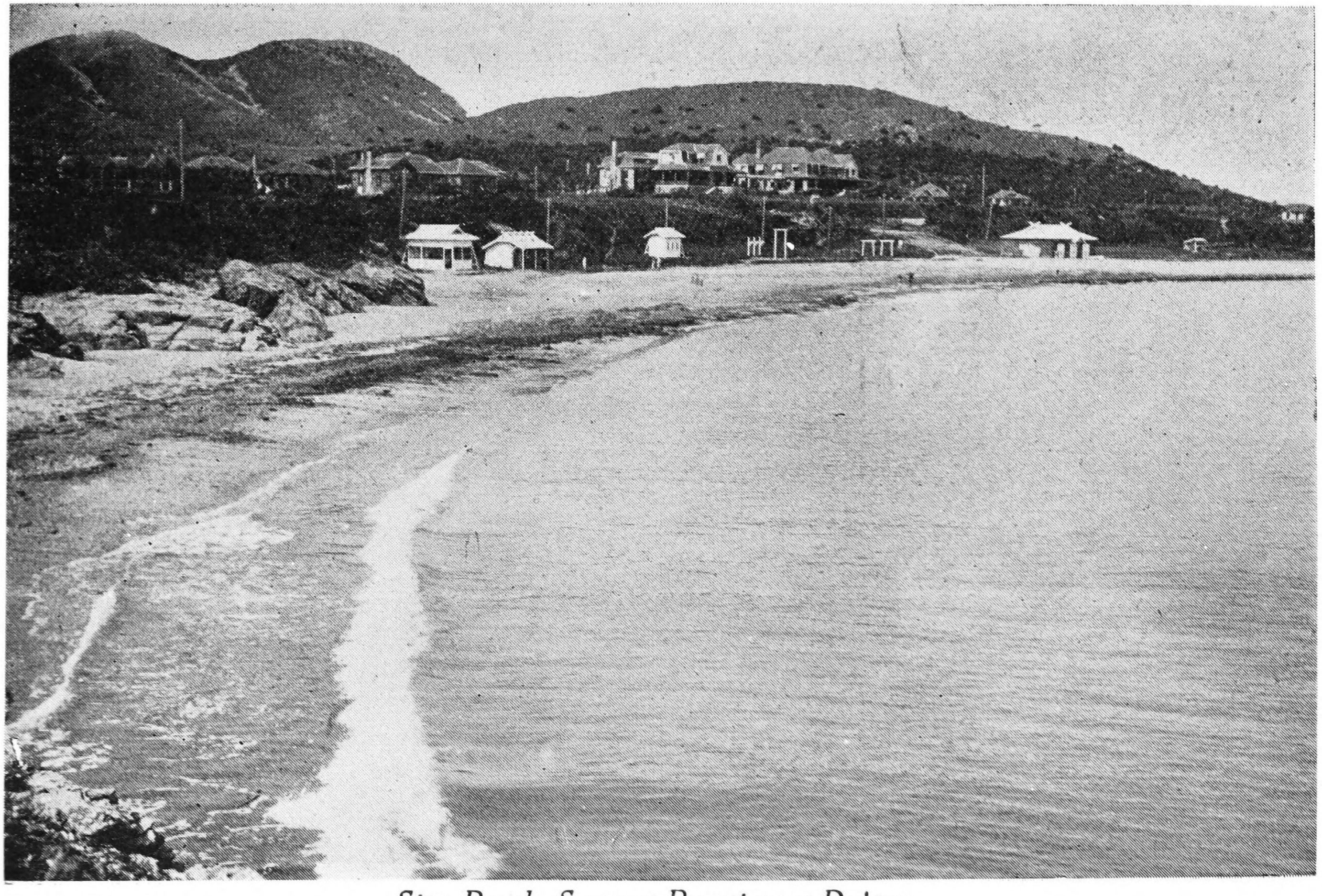

Star Beach, Summer Resort near Dairen.

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MANCHURIA

THE MANCHURIANS have lost and forgotten the glory and the romantic history of their forefathers. A mere primitive tribe of the northern hills rose, under a great leadership, to absorb Manchuria in the thirteenth century, and their dream of continental conquest was realized in 1664, when the Manchu Emperor made himself master of the vast Kingdom of China. The primitive men of the northern hills came to rule over the highly civilized people of China who surpassed the conquerors in culture as well as in number.

Politically, the Manchu ruled over the Chinese, but socially, they were soon prevailed upon by the influence of the superior Chinese. In language, manners and customs, the Manchu lost their original characteristics, and followed the ways of Chinese. Today the Manchu characteristics are only retained in the queer hair dressing of the Manchu women and a few other little habits, men losing all the traits of their forefathers. The language of the Manchu is no longer heard in the land of its nativity.

Out of the twenty-five million population of the land, twenty million are Chinese, and four are Manchus and Mongolians, while the remaining one million are Russians, Koreans, Japanese and other foreign settlers. The Manchus lost their former glory and power.

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The present developments of Manchuria are due to the efforts of foreign settlers. Chinese laid the foundation of the agricultural and commercial development of Manchuria, but it was Russians and Japanese who finally brought the products of the land to the world markets. Most of the Manchurians now inhabiting the land are small farmers.

The territory with the total area of 365,000 square miles has only 53 persons to a square mile, and with undeveloped resources of mineral deposits, virgin forests, and fertile land, it is a land of future. The primitive attractiveness, the romantic history of the ancient Manchus, and the modern developments, now giving a new life to the former "Forbidden Land," make the country highly interesting to visitors.

RAILWAYS THROUGH MANCHURIA

The main line of the South Manchuria Railway, running 437 miles from Dairen to Chang-chun through the heart of Manchuria, connects interior towns and districts of Manchuria, Mongolia, and Siberia with the ports of Dairen and Newchwang. The line constitutes a link in the international railway communication between the Far East and Europe via the Trans-Siberian line.

At Chang-chun the line connects with the Chinese Eastern Railway to Harbin, Manchouli, and Vladivostok. Also from Chang-chun runs the Chinese Government line to Kirin, an old trade center and the greatest lumber market of Manchuria.

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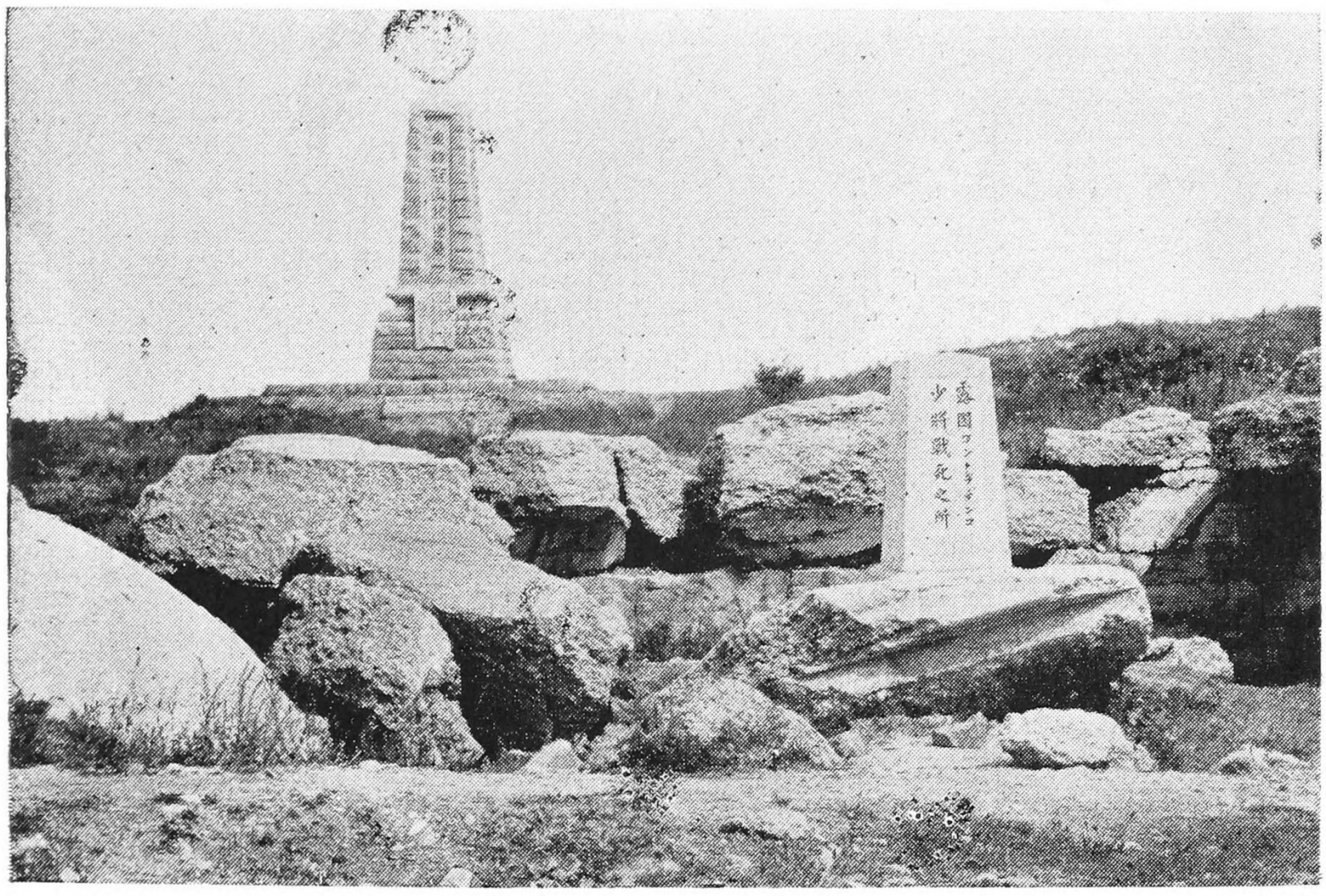
Kwantung Government House, Port Arthur.



Kondrachenko Monument,
East Chikuanshan Hill, Port Arthur.

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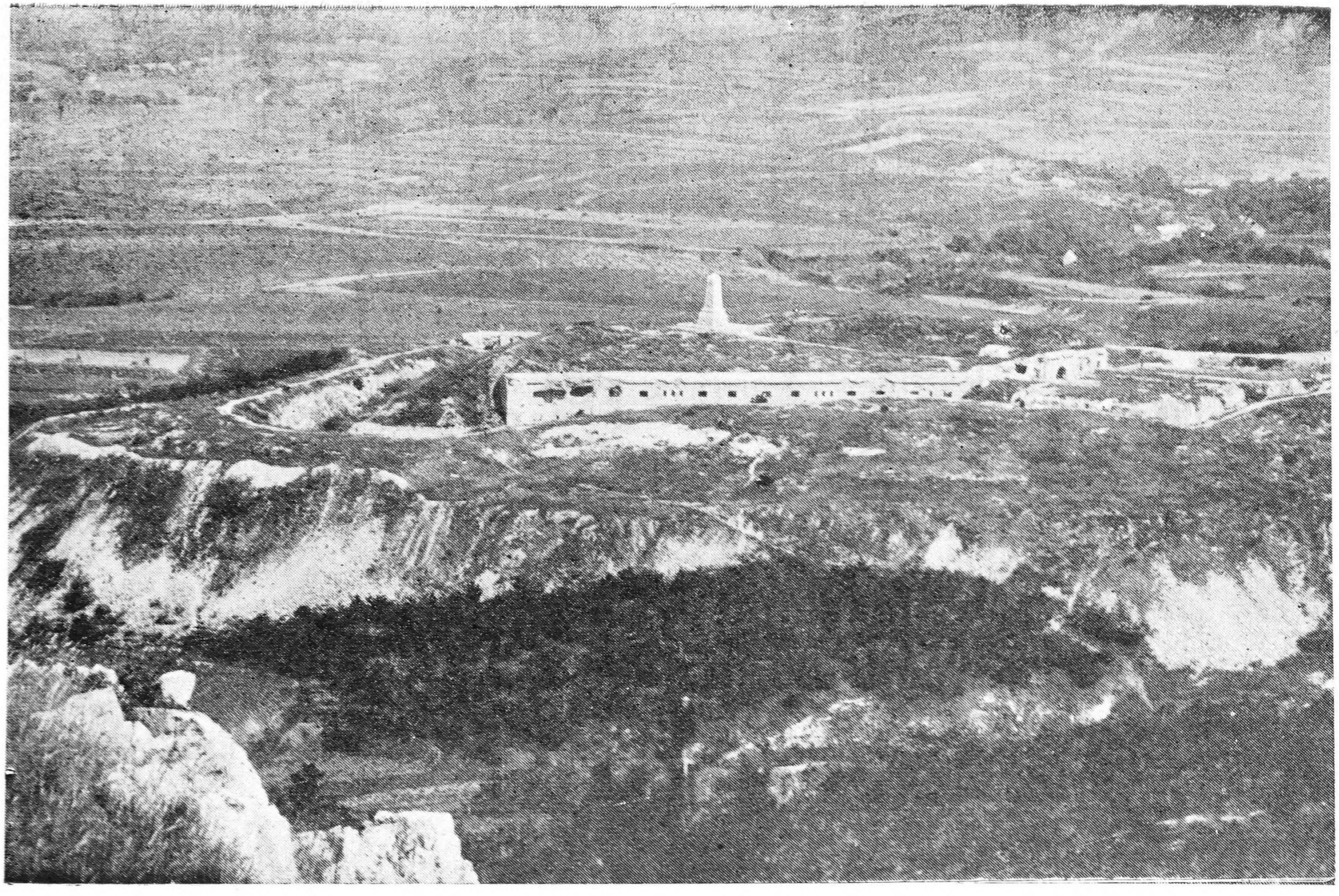

North Fort of East Chikuanshan Hill, Port Arthur.

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At Ssu-ping-kai, it counects with the Chinese Government line to Tung-liao and Tao-nan which passes through the fertile land of Mongolia, a country yet undeveloped and unknown to the world.

Thus the main line of the South Manchuria Railway connects the principle centers of Manchuria, enabling the transportation of their products to the sea ports.

The Antung-Mukden line of the South Manchuria Railway is only 170 miles, but constitutes the main thoroughfare between North China and Japan. As the Chosen Railway is under the operation of the South Manchuria Railway, the direct train service is maintained between Mukden and Fusan at the southern extremity of the Korean peninsula. At Mukden connections are also made with the Chinese Government line to Peking.

All through trains of the South Manchuria Railway have the dining and sleeping accommodations. In equipment and service the railway compares well with the best to be found in any other country.

The South Manchuria Railway maintains and operates Yamato Hotels of the modern equipments and service at Dairen, Mukden, Chang-chun, Port Arthur, and Star Beach; in Chosen, the Chosen Hotel at Seoul, the Fusan Station Hotel, the Shingishu Station Hotel and the Diamond Mountain Hotel.

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DAIREN

At the southern extremity of Manchuria lies the modern city of Dairen, standing where twenty-five years ago nothing but a group of fishermen's huts marred the stretch of a desolate shore. A thriving city of 160,000 people, and the port that occupies the second position in volume of trade in China, are the results of the efforts of Japanese in the last fifteen years. It is now the main gateway to Manchuria,

The "Russian Quarter" was built by Russians, but now it occupies only a small part of Dairen. The Japanese name of Dairen was not given to the Russian town of Dalny, but the new town of Dairen absorbed Dalny which now occupies onl ya small part of the new city.

Dairen is situated on a rising hillside on the western shore of the Dairen Bay. The Central Circle, from which the main thorougefares radiate to all directions, is the civic and social center of Dairen. Surrounding and facing the Circle are located the Municipal Building, the Yamato Hotel, the Bank of Chosen, the Yokohama Specie Bank, the Bank of China, the General Post Office, the Civil Administration Office, and the British Consulate. From the Roof Garden of the Yamato Hotel, the whole city with wide paved streets lined with beautiful shade trees, the harbour, and even the other side of the Bay can be viewed. The Roof Garden is the social center of Dairen during the summer months, and the Hotel is reputed to be the best in the Far East.

Dairen is really the cleanest and most healthy city in China. Excellent tram car service is given not only thorough

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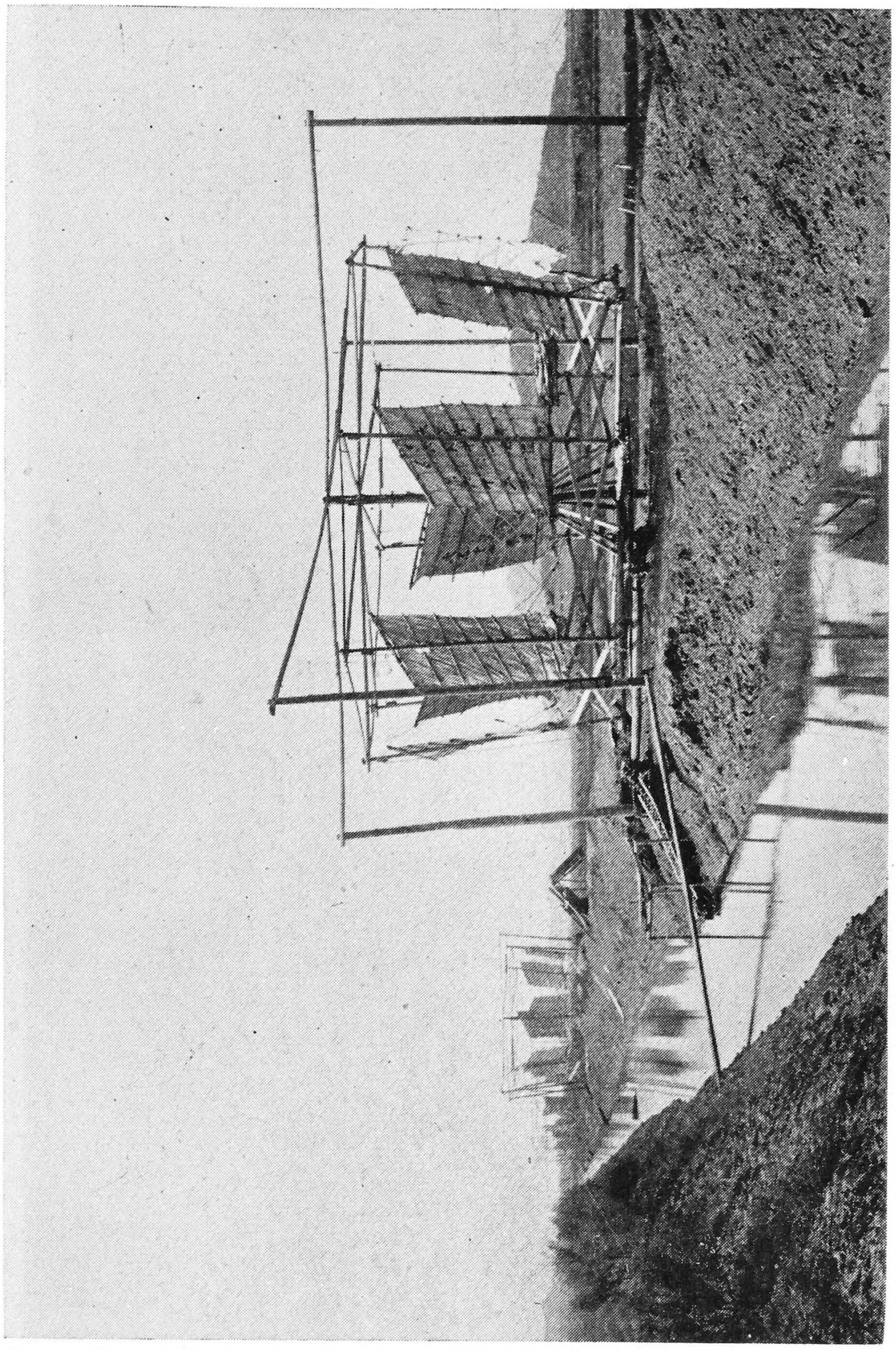

Wind-mills in Pu-lang-tien Salt Gardens.

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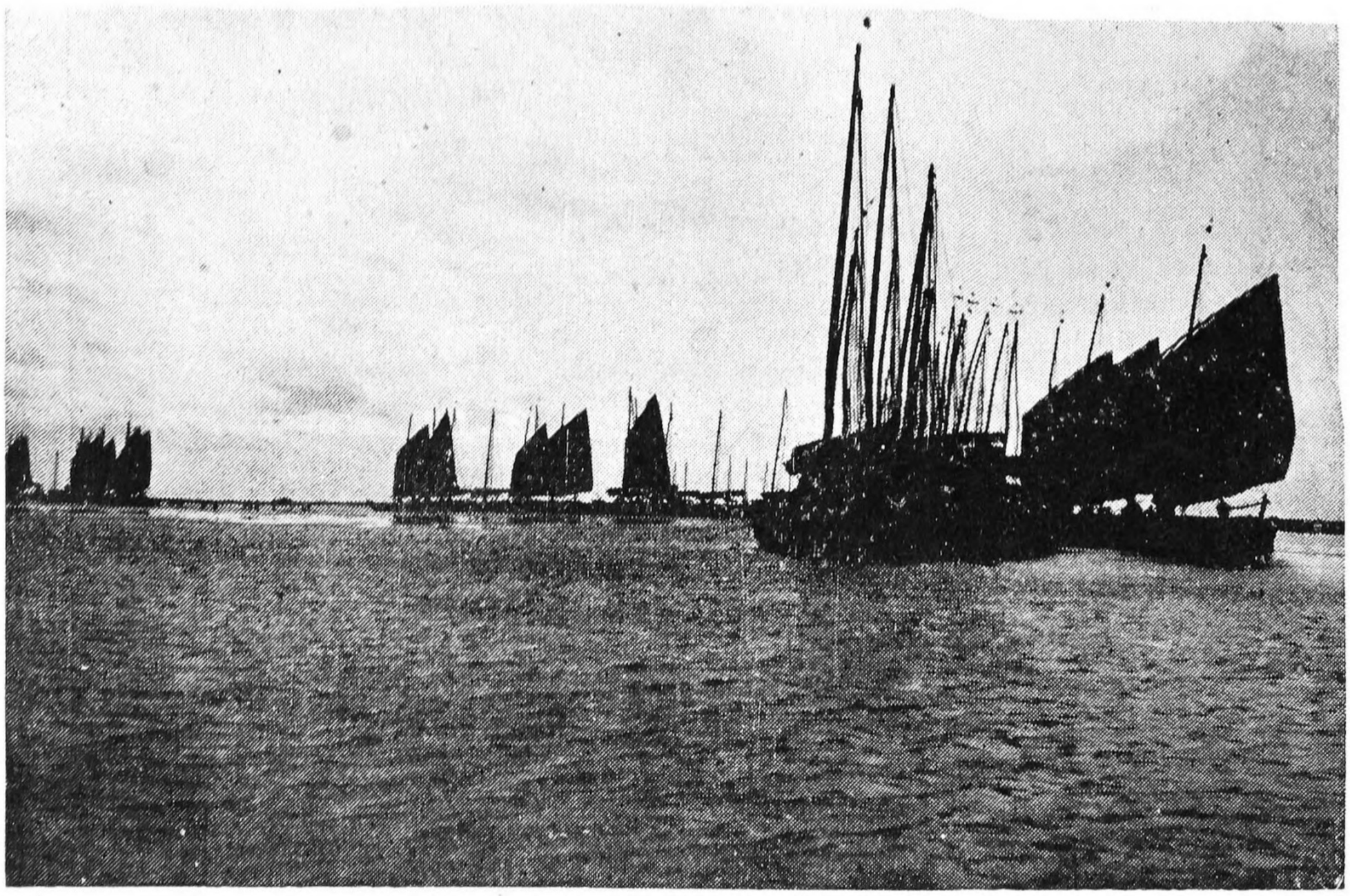
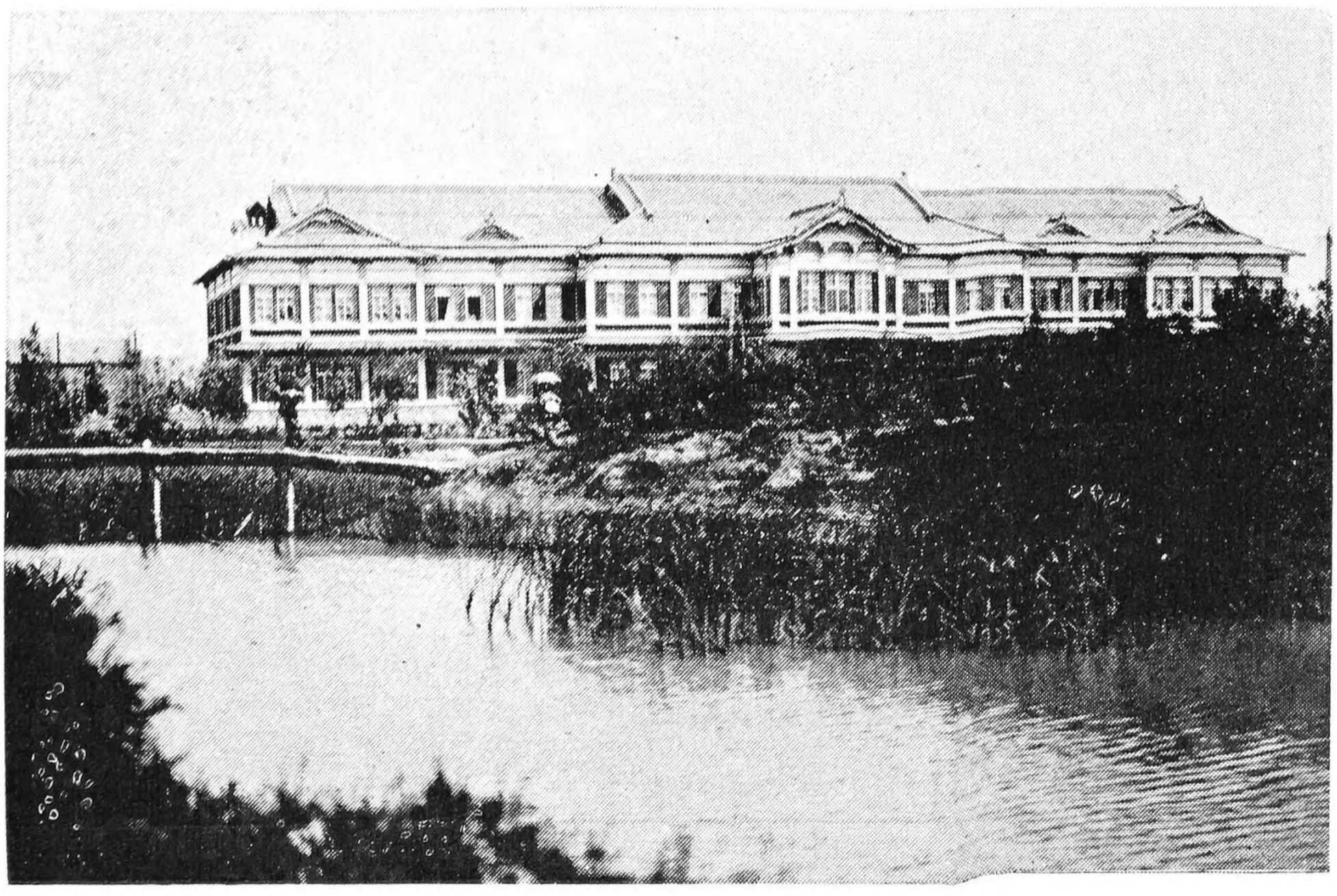


Liaoho River, Yiugkou.



Taisuikaku Hotel, Tangkangtzu Hot Springs.

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the city, but also to many suburban places of interest and scenic beauty.

The port is the best equipped in the Orient, and trains are run right onto the pier to facilitate the transfer of passengers and freight between rail and steamer. Steamers run regularly from Dairen to Chefoo, Tien-tsin, Tsing-tao, Shanghai, Honokong and Japanese ports. Due to the cheaper bunker coal obtainable at Dairen, many trans-Pacific steamers call at Dairen for coaling.

The bean oil industry is one of the main industries of Dairen. Formerly oil used to be expressed from beans by the natives for the local consumption in a most primitive manner, but with the sudden rise of the export of bean oil, modern mills expressing oil by hydraulic presses or extracting by a certain chemical process sprang up in large numbers.

The Central Laboratory of the South Manchuria Railway has already contributed materially towards the development of industrial and agricultural products of Manchuria by various scientific studies and investigations made. The results of these studies had been made public. The Laboratory will be an interesting place to all interested in scientific researches.

Of the total population of Dairen, 110,000 are Chinese, and the Chinese population is increasing at a far greater rate than that of Japanese. The City, therefore, gives to visitors at once Japanese and Chinese impressions. The Town of Hsiao-kangtzu is the Chinese quarter where nearly 100,000 Chinese live, but many others are living side by side with Japanese in the main parts of the city. There are both Japanese and Chinese theatres, and stores offering both Japanese and Chinese products are found throughout the city.

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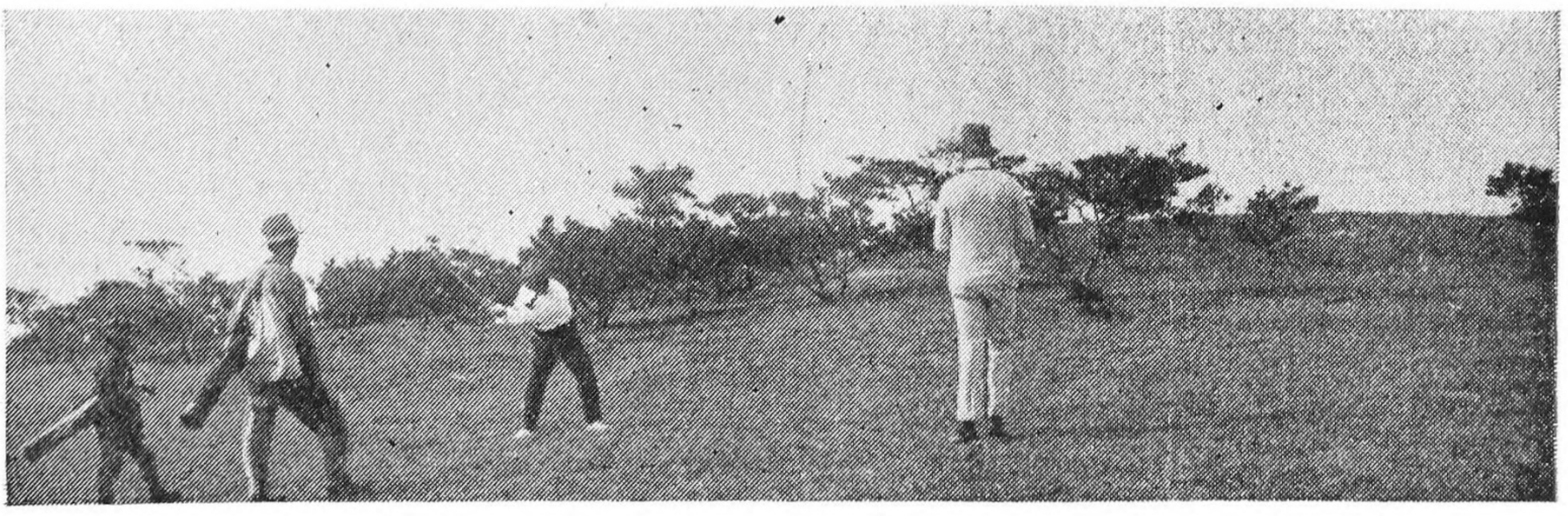
Around Dairen there are many places of interest within easy distance. Rokotan and Star Beach are two famous resorts near Dairen.

ROKOTAN

Situated three miles south-east of Dairen, Rokotan is a popular summer resort. With fantastic rocks on the shore, and a fascinating Chinese fishing village, the place is ideal for summer vacations and picnics. It is developing as a fashionable residential district, with a good motor road and the tram car service to Dairen.

HOSHIGAURA (Star Beach)

By far it is the most popular summer resort in North China. An excellent motor road running five miles from Dairen to Hoshigaura is the best in North China. Surrounded by hills on three sides and opening to sea on the south, the beach is warm in winter and cool in summer. Formerly it was a mere stretch of beautiful sand beach and Kaoliang fields, but the South Manchuria Railway Company made it a suburban park and resort, building a hotel and summer cottages, and laying



Colfing at Star Beach.

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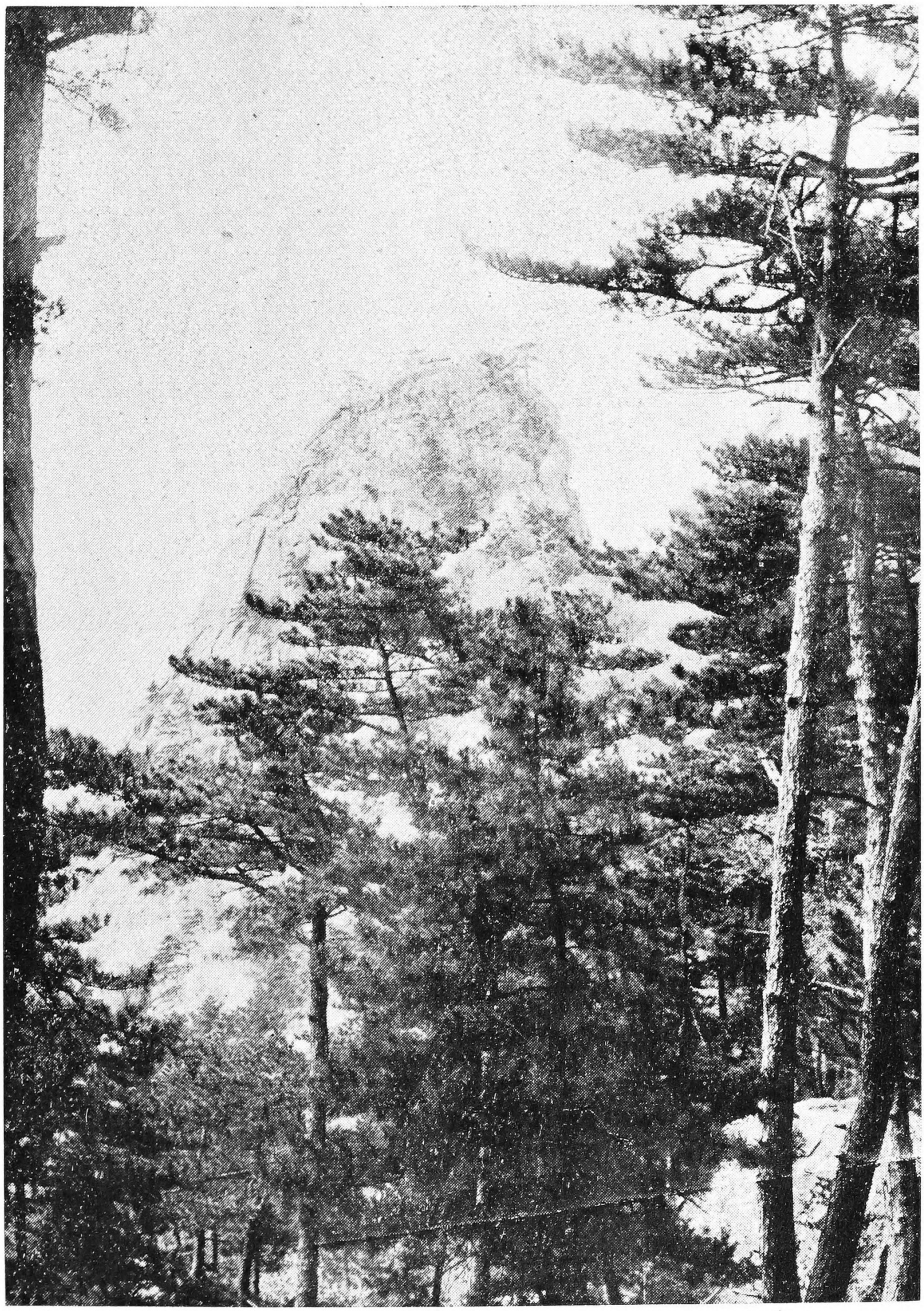

Chien-shan (Thousand peaks).

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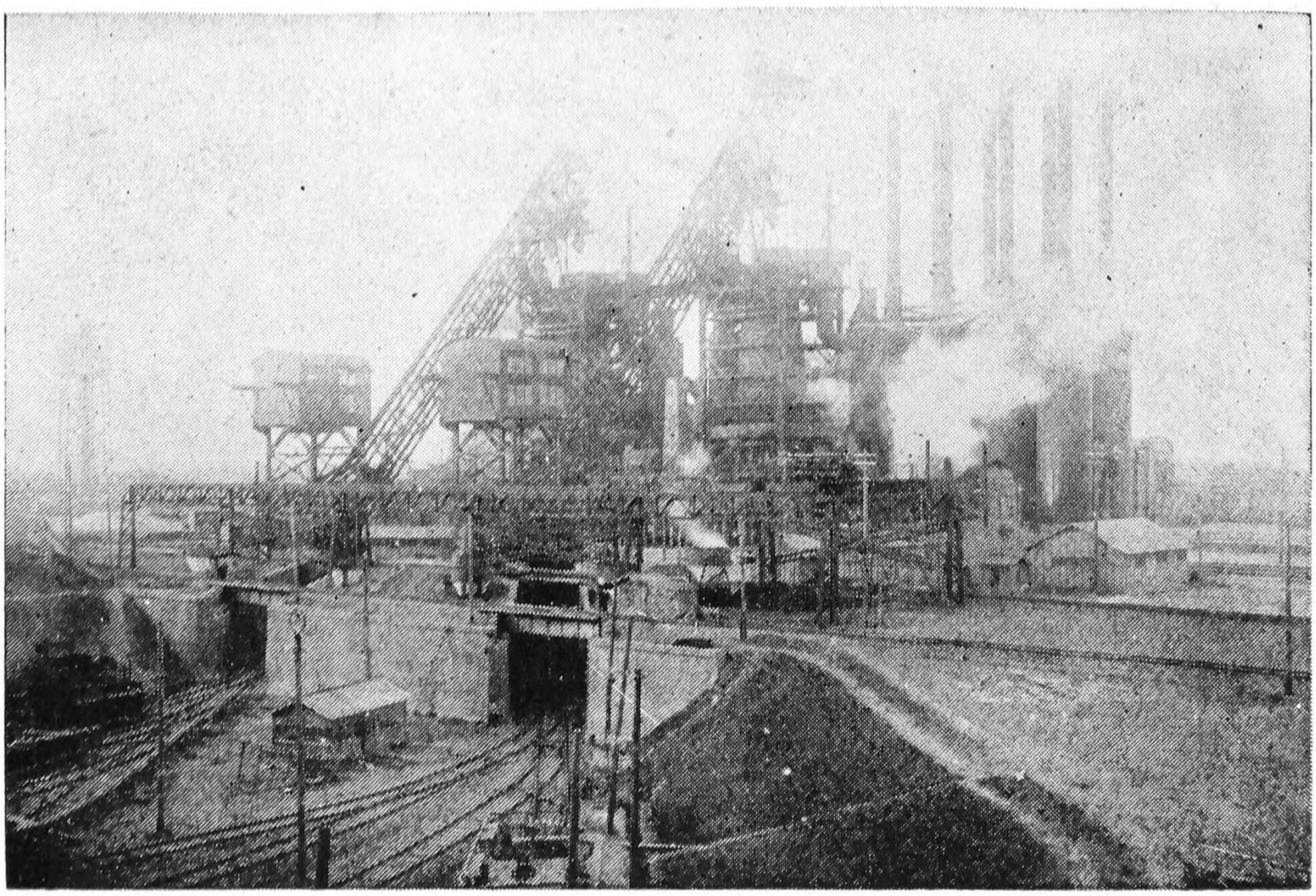
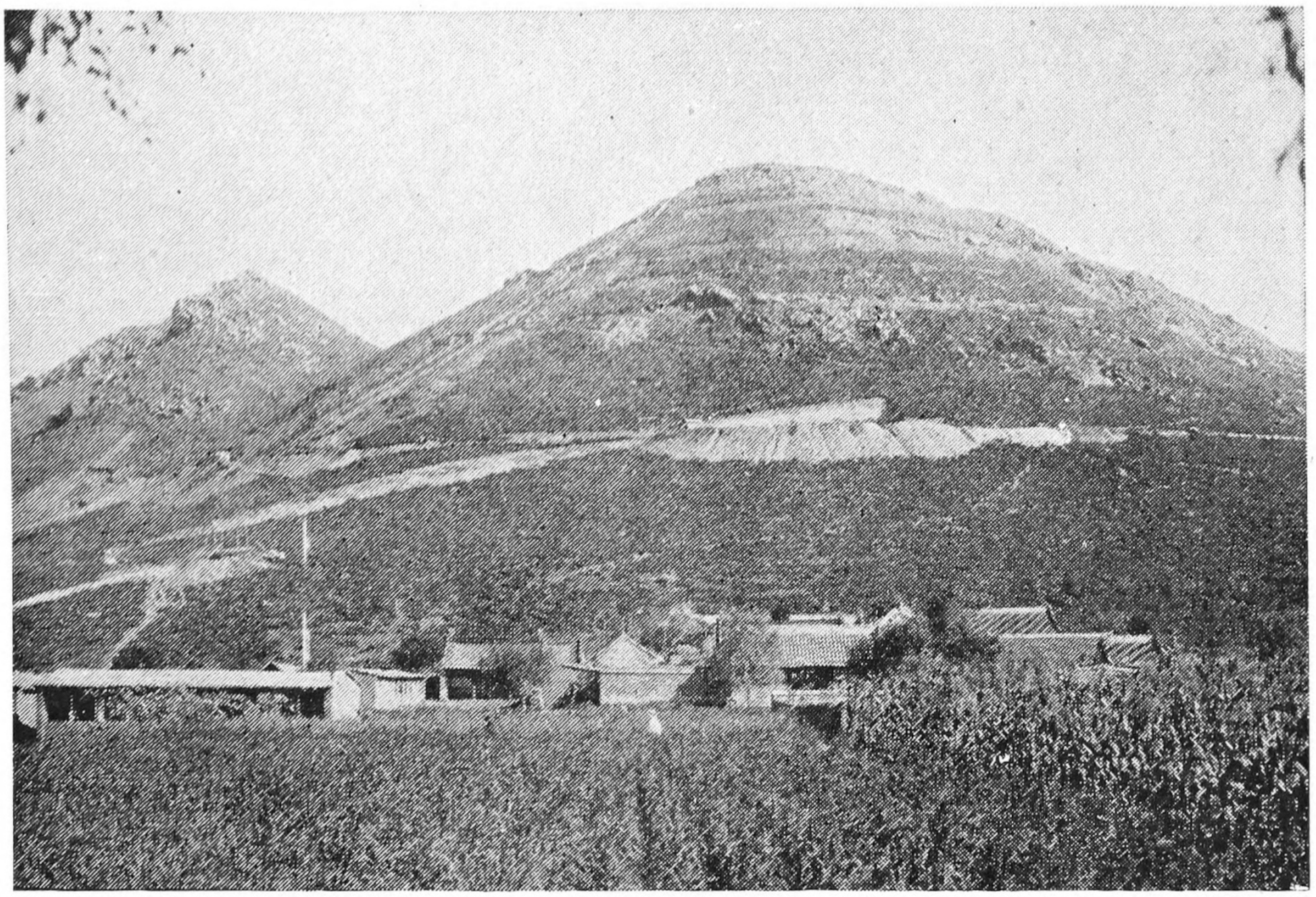


Blast Furnace, Anshan Iron & Steel Works.



Anshan Iron Mine.

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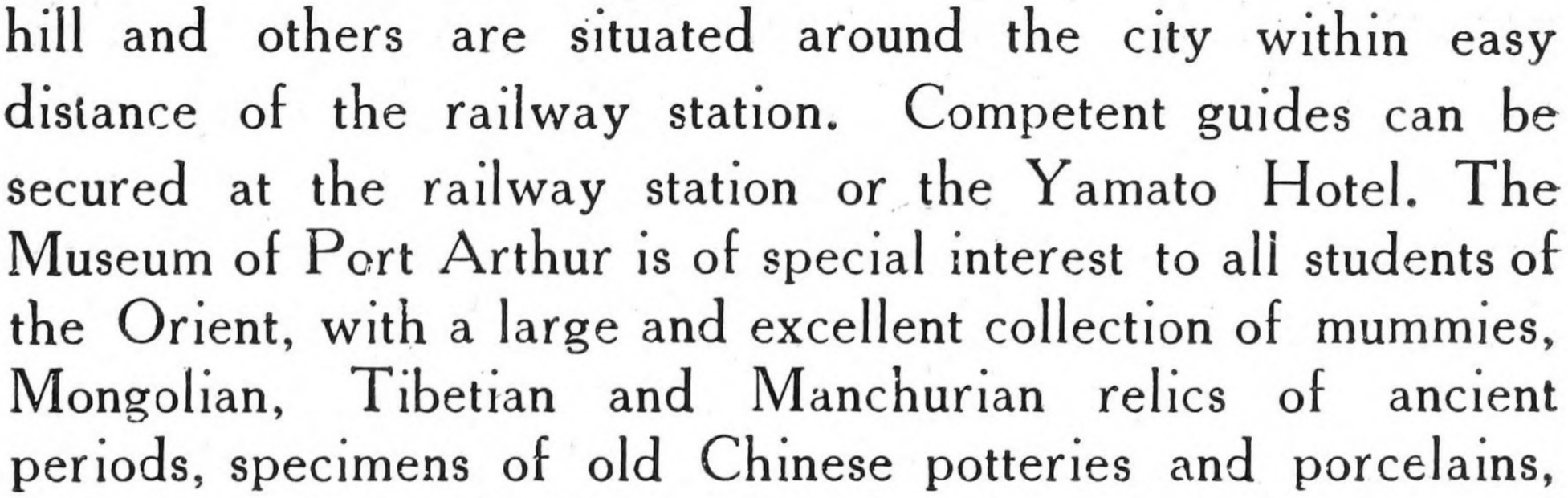
a nine-hole golf link. It is the playground of the citizens of Dairen all the year round, and the summer resort for the foreign residents in North China.

PORT ARTHUR

Port Arthur can be reached from Dairen by train in one hour. The former Russian stronghold is now a peaceful residential town. Under the Russian regime it boasted a population of 100,000, but now it dwindled to 22,000. In scenic beauty and historical interest Port Arthur deserves a visit. The Famous Russian forts and historical war scenes of the 203 Metre Hill, the Kuropatkin Battery, the Er-lung-shan hill, the Tung-chi-kuan-shan battery, the Ta-ku-shan hill and others are situated around the city within easy distance of the railway station. Competent guides can be secured at the railway station or the Yamato Hotel. The Museum of Port Arthur is of special interest to all students of the Orient, with a large and excellent collection of mummies, Mongolian, Tibetian and Manchurian relics of ancient periods, specimens of old Chinese potteries and porcelains, and many other valuable exhibits bearing on the history and people of North China. The Russo-Japanese War Monument can be seen from any part of the tonwdan vic inity. It is 218



Charnel House, Port Arthur.

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feet high and stands on a hill 300 feet high. The Monument was built of stone which filled ships sunk by the Japanese in the narrow entrance to the harbour to bottle up the Russian fleet inside. The War Museum contains all war relics and materials of Port Arthur. Ogondai near Port Arthur is another summer resort well known to foreign settlers in China.

CHIN-CHOU

The wall of the ancient town can be seen to the west from the railway train. The walled city was formerly the administrative center of the Peninsula. It is still a very important city in South Manchuria. Mt. Ta-ho-shan, the highest peak in the Liao-tung peninsula, can be seen on the eastern side of the railway line. Buddhist and Taoist temples are located on the summit of the mountain, and in the autumn the mountain is beautiful with coloured leaves.

PU-LANG-TIEN

The boundery line of the Kwantung Leased Territory passes two miles north of the station. The district around Pu-lang-tien is a salt manufacturing center, and from train windows a vast stretch of salt fields with curious Chinese wind mills to pump up the salt water into the fields can be seen. Pi-tzu-wo, twenty-five miles east of Pu-lang-tien, is the second oldest sea port on the Yellow Sea, and is also another salt producing center. Near the town is a whale fishing ground.

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White Pagoda, Liaoyang.

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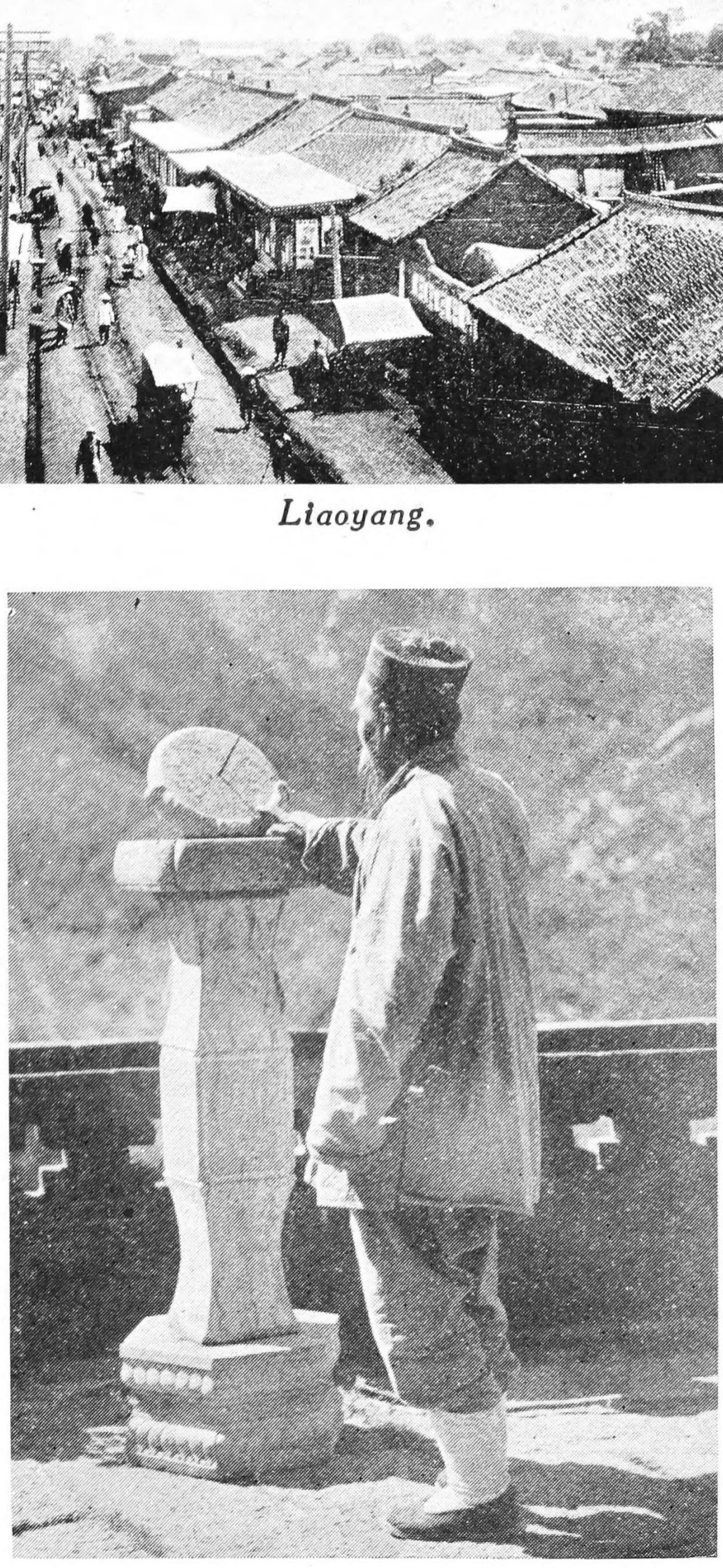
Liaoyang.



Sun-dial at Wuliangkwan Temple, Chien-shau.

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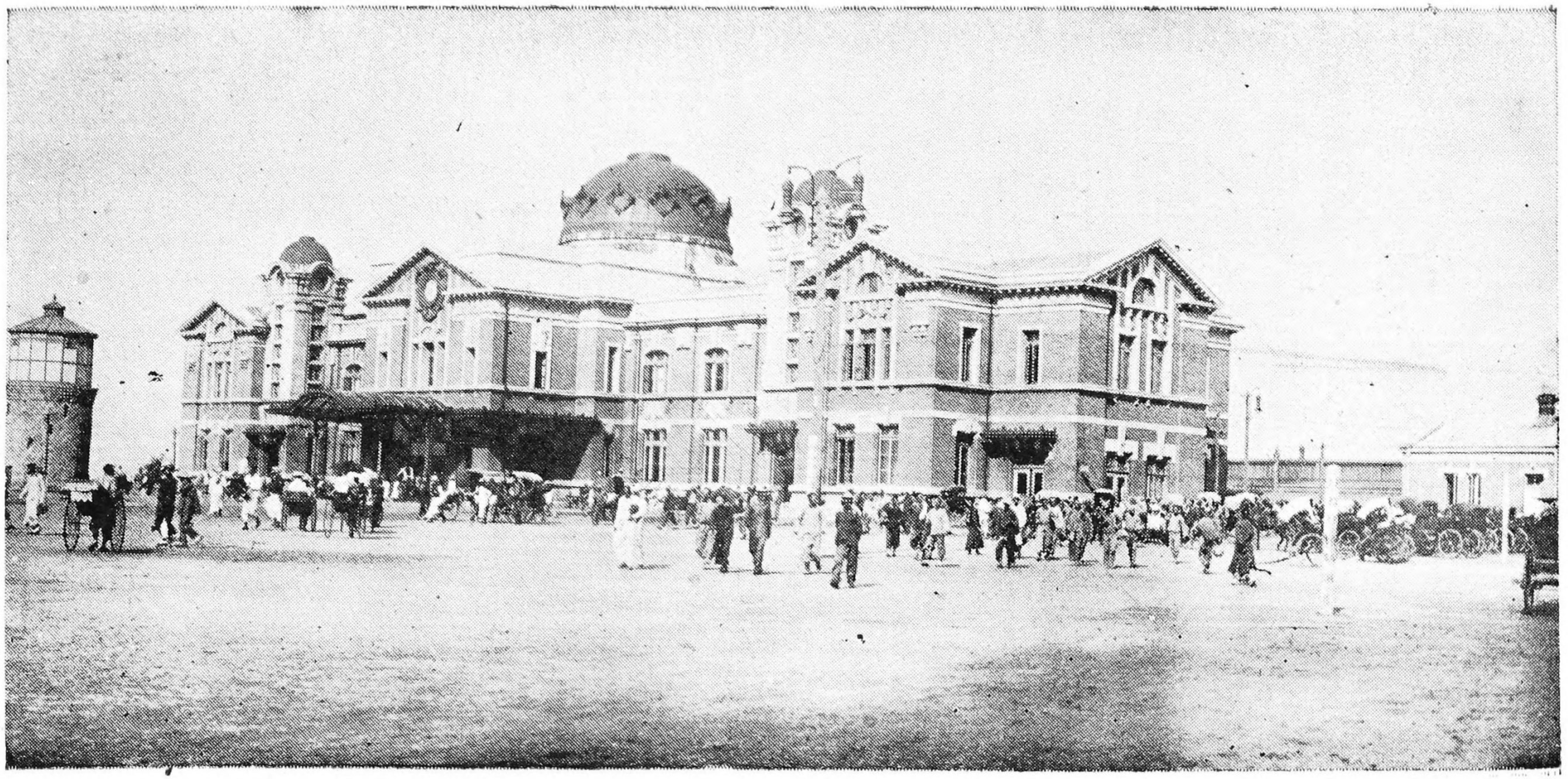

Mukden Ten tien Station.

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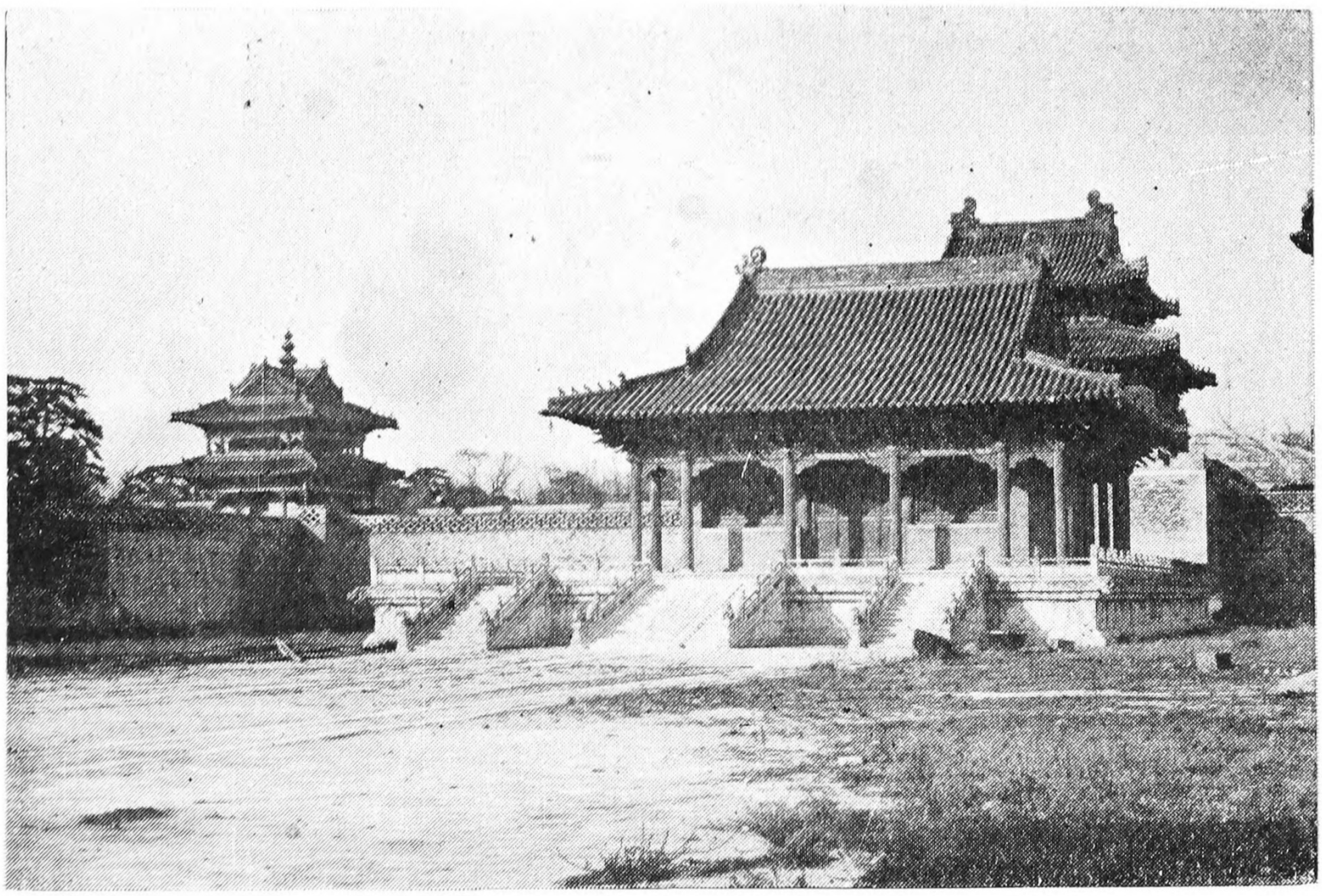

North Mausoleum.

North Mausoleum.

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HSIUNG-YO-CHENG

From the railway station, the visitors to the Hsiung-yo-cheng hot springs take the Donkey Express. A donkey pulls a small cart over a narrow track of rails for the distance of 1 and 1/3 miles to the springs. The hot springs there are reported to be highly curative. One digs a hole in the sands by the river, and he will have a private hot bath for himself. The hot spring bubbles up everywhere under and by the river. The indoor bath rooms are also available at the hotel. As the village is on the seashore, sea bathing can be enjoyed at Hsiung-yo-cheng in summer. The district around the village is famous for peaches, and in spring the whole village is a mass of peach blossoms. The South Mancuria Railway Company maintains here an agricultural experimental station, where various fruit trees are raised. To the north-east of the railway station may be seen a small isolated hill with a curious natural bridge. Long ago, a boy crossed the sea and went to the capital. The loving mother came to the top of this hill every day to look for the return of her son, but in vain. Finally she died of a broken heart and a small monument, which still stands, was erected on the spot in memory of her devotion and lamentation.

KAI-PING

Kai-ping is famous for wild silk cocoons. The silk from wild cocoons is made into pongee and other silk fabrics, When silk worms are hatched, they are placed on young willow branches. When they become larger, they are transferred to dwarf oak trees on the hills. There they grow

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and make cocoons. These silk worms are not reared indoors because they are very active and can not be confined within any fixed space. Cocoons are also gathered wild in the oak forests, but cocoons growing wild are not of the best quality, and farmers rear them from eggs, but leave them to grow on oak trees instead of feeding them indoors as other species of silk worms.

TA-SHI-CHIAO

Ta-shi-chiao is a small junction town. From this station runs a branch line to Newchwang. The Niang-Niang-Miao (Shrine of sisters) near Ta-shi-chao is famous, and on its fête day, thousands of people from miles around gather in carts and on foot. It is a great market day. Womanfolk especially worship the Shrine, believing that it will bring them good husbands and children. Near Ta-shi-chiao is a large Magnesite deposit.

NEWCHWANG (Ying-kou)

The town is 14 miles from Ta-shi-chiao. Newchwang is also called Ying-kou, and is the first port of Manchuria opened to foreign trade. When the British negotiated with China for opening a port, they selected Newchwang from a map, but it was found that Newchwang they selected was 14 miles up the Liao river. Consequently they opened the port at Ying-kou at the mouth of the river and called it Newchang according to the Treaty. There are, therefore, two towns called Newchwang, 14 miles apart, and Ying-kou was given another name of Newchwang. Now both Ying-kou and

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A Street in Mukden (Old Town).

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Lama Tower, Mukden.

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Newchwang are legitimately used for the same town. Formerly Newchwang was the main port of Manchuria, but with the opening of Dairen, its trade diminished. Still the town has a population of over 70,000.

HAI-CHENG

Inside the city wall there is an eminence supposed to be an old Korean fort, and outside the South Gate, on one of the low hills, stands a temple of Confucius which commands a view of the whole city on the Shaho. The city has 16,000 people, and is a wild silk cocoon center.

TANG-KANG-TZU

From the railway station, the famous Hot Spring Hotel can be reached in a few minutes' walk. The hot spring has long been famous in North China, and Russians utilized this spring to cure the wounded soldiers in the war with Japan. Excellent hotels have been built by Japanese, and one of them is in the Chinese style and serves only the Chinese food. The Japanese hotels can accommodate foreign travellers. The bath rooms of Tang-Kang-tzu are beautifully constructed. The hot spring water is of curative power, and can also be taken internally. A climb to the Chien-shan is most conveniently made from Tang-Kang-tzu.

CHIEN-SHAN

A thousand peaks raise their heads in a row which gave them the name Chien-shan, "Thousand Ridges." The mountain has its charms in any of the four seasons. In spring

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various flowers adorn the whole mountain ; in summer, the luxurient green of trees and the flow of streams and rapids make the whole place a gorgeous park ; in autumn the leaves turn to every shade of red and yellow ; in winter snow covers the whole mountain. Admist the gorges and peaks stand Buddhist and Taoist temples of quaint architecture, some of which are a thousand years old. The Buddhist temples of Chien-shan were built between 1004 and 1007, and the Taoist temples between 1736 and 1896. Of the Buddhist temples, the Lung-chuan-szu (Dragon Fountain Temple) is the largest, and the Ta-an-szu (Temple of Great Peace) excells others in archaic beauty. Another interesting Buddhist temple is Chung-hui-szu (Temple of the Intermediate Junction). The Wu-liang-Kuan (Temple of Munificience) of the Taoist temples rivals the Buddhist temples in beauty both scenic and architectural. At the highest point of the mountain is the "Tablet of Genii." Once upon a time, nine Genii played the game of "go" on the stone checker board which may be seen today. The climb of the mountain may be made in one day from Tang-kang-tzu. Up to the foot of the mountain, carts and horses are available. Visitors may stop over night at temples, but bedding and food have to be taken with them. Arrangements for the climb, and for carts and horses can be made at the Tang-kang-tzu hotel.

AN-SHAN

An-shan signifies in many ways the modern Manchuria and her future prospects. It is not yet many years ago that

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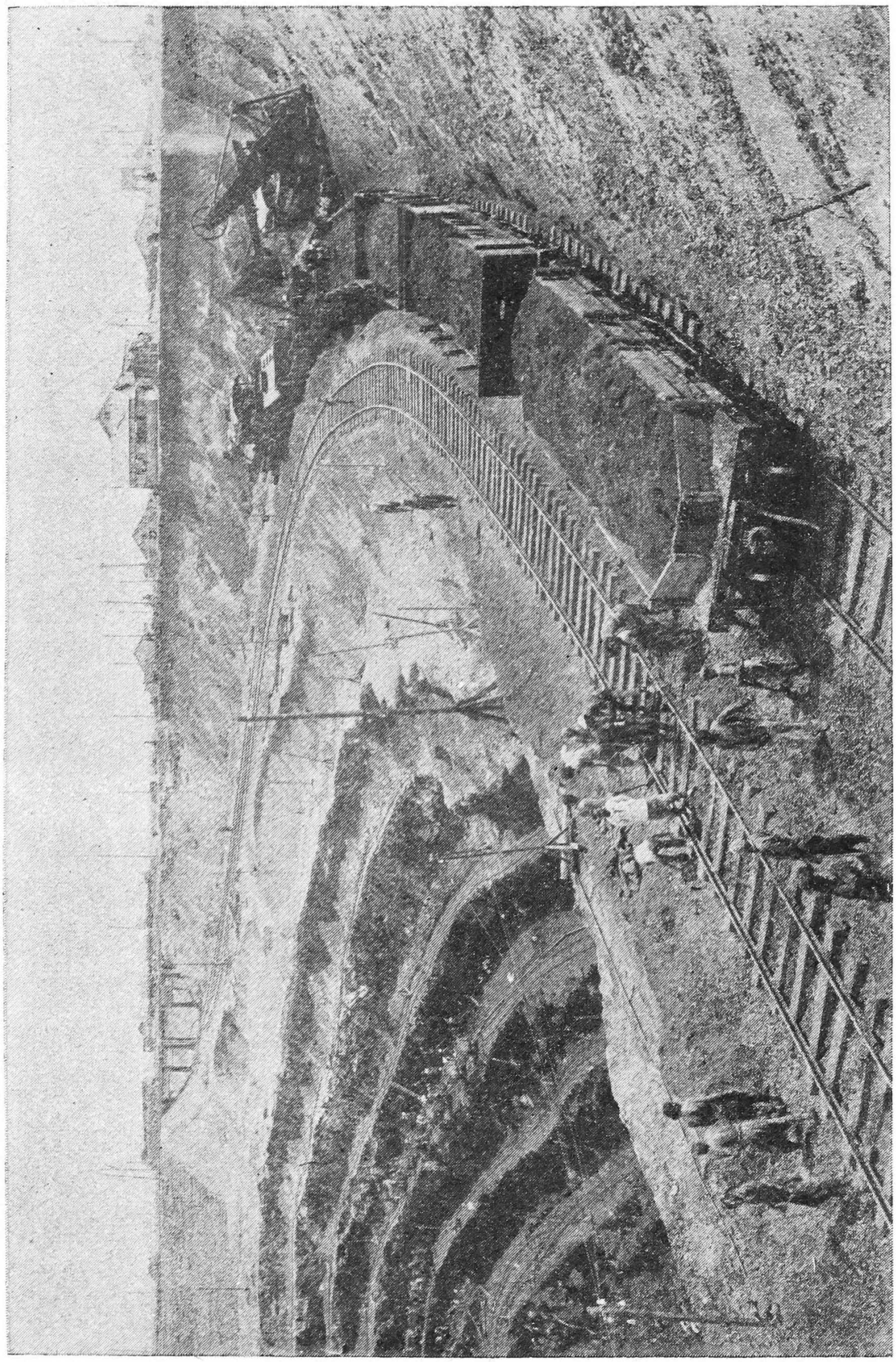

Open Cut, Fushun Collieries.

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Gambling.

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an immence deposit of iron ore was discovered in the mountains east of the railway track. The Russians laid the railway line through the very deposit of iron, and used the iron bearing rocks as ballasts for the track. But they did not know that there was a huge resource of iron ores. The deposit was first found by a Japanese geologist, and the South Manchuria Railway founded in 1919 the present Anshan Iron and Steel Works at the cost of ¥38,000,000, the necessary ores being mined and supplied the Works by a Sino-Japanese mining corporation. A new town sprung up immediately.

LIAO-YANG

Liao-yang is one of the oldest towns in China, and in the remote antiquity it was called the castle of Yu-kung-chingchou. During the Korean domination of the territory in the first century, it was called the Korean castle. The old Korean town was located a little to the north of the present city, and the relic of the Korean occupation remains in the shape of the ancient South Wall just outside of the present North Wall. From 1615 to 1625 Liao-yang was the capital of Manchuria. It is still an important commercial center and has a population of 40,000. Pai-ta (White Tower) which can be seen from the railway train is at least one thousand years old. While some state that it was built in the Han Dynasty (206-10 B.C.), it is more likely that it was built in the Tang Dynasty (608-903). The outside walls of the pagoda are covered with carved images of Buddha and his diciples. At its foot stands an old Buddhist temple, and the golden image of Buddha enshrined there draws many worshippers.

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MUKDEN (Feng-tien)

Feng-tien, or Mukden as called by foreigners is more commonly called Shen-yang by Chinese. It is the largest and most important city in Manchuria. It was the home of the Manchu dynasty for 267 years from 1664 to 1912, and is still the administrative and commercial center of Manchuria, and is well known as a fur and skin trade center of North China. The old walled town is two miles from the railway station, around which is the New Town built by Japanese, comprising an area of 1,500 acres. The wall of the ancient ciyt is 35 feet high, 25 feet thick at bottom, and 16 feet at top, and encloses ten square miles. There are four towered gates of the South, North, East, and West. Outside these four gates, stand four Lama towers or pagodas. The old city is picturesquely Chinese, while the new town near the station is modern in every way. The old Manchu Palace in the walled city was built in 1637 and in former days it was the manifestation of the glory and power of the Manchu rulers. But it is now poorly conserved. There still remain the Administration Hall with the Imperial Chair, the tall Banquet Hall, the living chambers of the Emperor, and four library buildings. But all are in combwebs and dusts. In the library there were 6,652 book cases full of valuable books, and the palace had innumerable treasures and works of arts. But all these had been removed to Peking in 1912, and there is now nothing to show the old glory of Manchus in their old Palace. From the top of the Palace building, the whole city can be viewed. The permit to enter the Palace grounds can be obtained through Consuls. Near Mukden there are two imperial

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Old Pagoda Tiehling.

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Threshing of Kaoliang.

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tombs, Chao-ling and Fu-ling, which are more commonly called Pei-ling (North Tomb) and Tung-ling (East Tomb). The Tung-ling is $6\frac{1}{2}$ miles east of Mukden, and is situated on the high wooded banks of the river Shaho. Amidst centuries-old pine trees lies buried the First Emperor of the Manchu Dynasty, Tai-tsu. In front of the huge mould of earth, are built magnificent temples of worship. Pei-ling is only four miles north of Mukden. Emperor Ta-tsung is buried there. The citizens of Mukden and visitors drive out to these tombs to enjoy the beauty of the wooded park, and the ancient architecture of temples of worship. The population of the ancient city is 170,000, and that of the New Town 7,000. In the settlement district between the two there live 60,000 people.

FU-SHUN

Fushun is on the branch line, 28 miles from Mukden. The Fu-shun coal mine is one of the largest coal deposits of the world, having 1,200,000,000 tons of bituminous coal. Its seams are from 48 to 480 feet thick (the thickest in the world). The coal was mined by Koreans several centuries before, but when the Manchus came into power, the working of the mine was stopped as they believed that it would disturb the sleeping spirit of their first Emperor buried just across the river Shaho Russians worked it in a small way, and Japanese developed it, increasing the annual production by more than four million tons. Where the deposit lies near the surface, the coal is mined by the open-cut system, but also the shaft mining system is adopted.

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TIEH-LING

Tieh-ling is the largest town between Mukden and Changchun, with a population of 40,000. The walled city is 2/3 miles from the railway station. The Yuan-tung-szu temple in the north-west corner of the city is reported to have been built in 890. Within its compounds stands a thirteen storied white pagoda built in 828. Another Buddhist temple, Tzu-ching-szu, on the Lung-shou-shan hill, about one mile from the city, was built in the Ming Dynasty (1369-1661).

KAI-YUAN

Kai-yuan is one of the most imporant produce center of South Manchuria, and the walled town was built in 1369. From the fertile fields to the west of the town, along the River Liao, beans and other agricultural products are brought to Kai-yuan for shipment to oil mills and markets abroad.

CHANG-TU

Chang-tu, five miles north-west of the station, is a place of considerable importance, and is situated outside the Wan-li-chang-cha, the prolongation of the Great Wall extending to Kirin. This wall was the old barrier between Mongolia and Manchuria, and Chang-tu-fu was formerly in the Mongolian domain.

CHENG-CHIA-TUN

Cheng-chia-tun is on the Chinese Government Ssuping-kai-Taonan Railway, fifty-five miles from Ssupingkai. It is an old barter market of Mongolia, but has now developed

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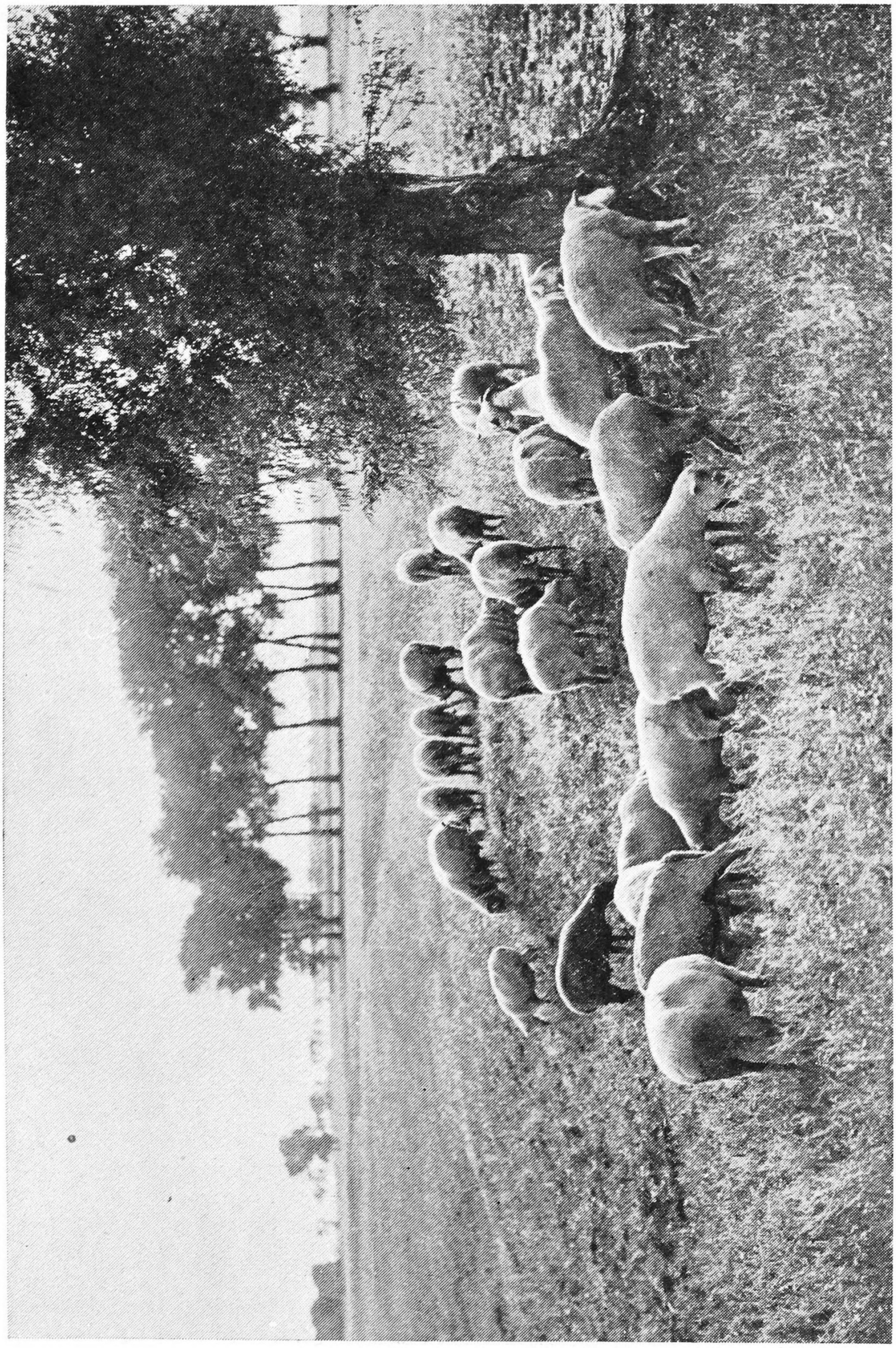

S.M.R. Co. Agricultural Experimental Station, Kungchuling.

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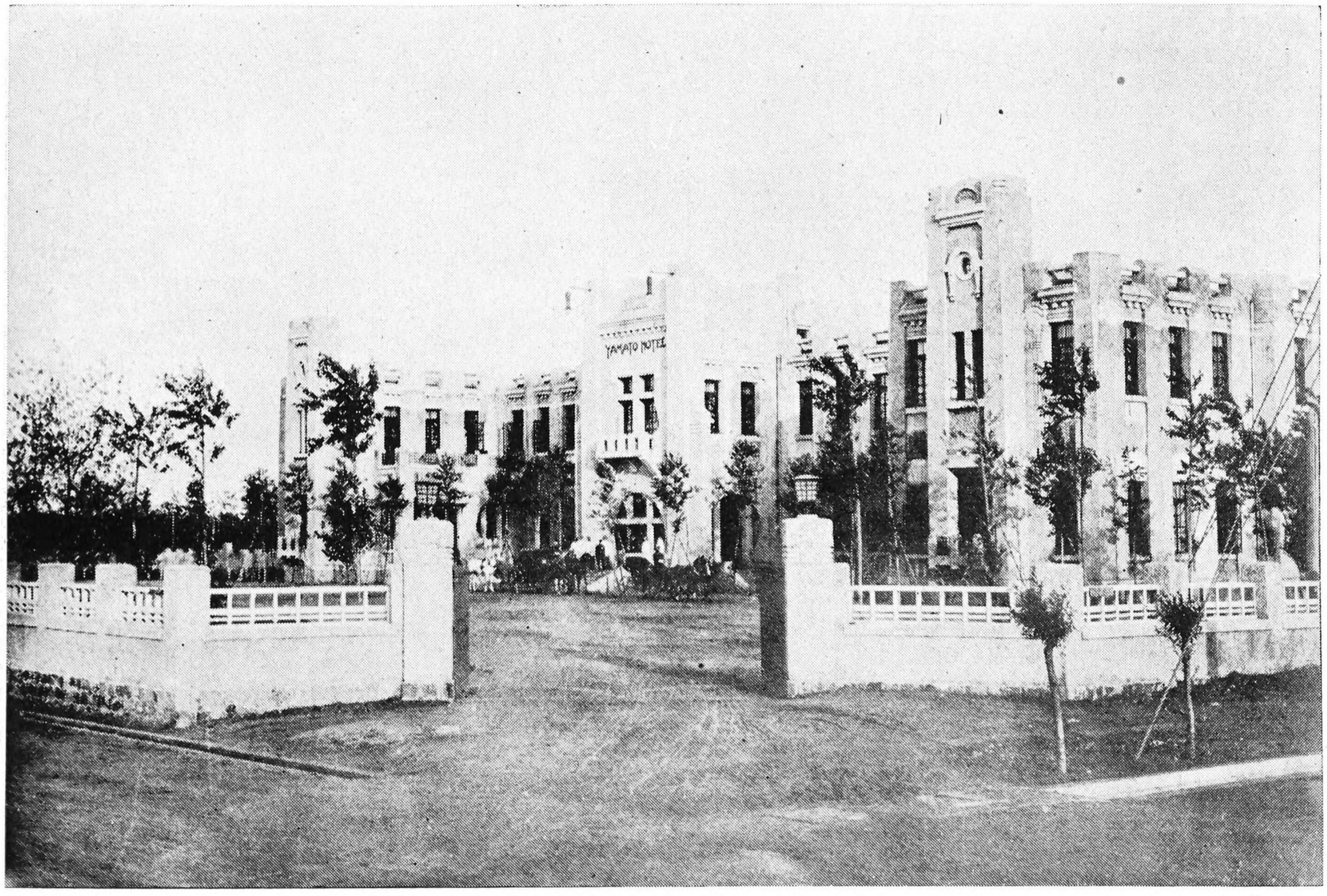

Yamato Hotel, Changchun.

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into a town of 50,000 people. Formerly farmers brought their products to Cheng-chia-tun to barter with traders coming from Peking and other large cities. It was on the caravan route to Mongolian towns. Beyond the town lies the beginning of the Gobi desert. The old barter system of trade is still largely practiced here.

KUNG-CHU-LING

Kung-chu-ling, the tomb of a daughter of the Emperor Tai-tsung (17th century) is found three miles north of the station. The young princess died here on her way to the court of a Mongolian King, to whom ahe was to have been married. At the shrine dedicated to her, the date of her death is still observed with ceremonies. Kung-chu-ling was a village of no consequence until the coming of the railway, but now it is becoming an important produce center. The South Manchuria Railway maintains here an agricultural experimental station which is making special efforts for the improvement of the sheep and other live stock of Manchuria. The cross-breeding of the Mongolian sheep with the Merino and other breeds has proved a success.

CHANG-CHUN

It is the northern terminal of the South Manchuria Railway, and it is where the Japanese railway meets the Chinese Eastern Railway. The railway town of Chang-chun was built by Japanese. Under the Russian regime there was no station of Chang-chun. The old town is 1 and 1/3 miles from the South Manchuria station into which the trains of the

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Chinese Eastern Railway run. The old town is partly walled, and its streets are much wider than in most native towns. The old and new towns are now connected with houses. The Lama temple outside the north gate is very famous. Chang-chun is widely known for its horse fair which is held in a suburb of the city, outside the South Gate. It is held daily, and in its busy season thousands of horses are gathered at the fair. The old Chinese town has a population of 70,000, and the New Town 15,000.

HARBIN

Harbin is the metropolis of North Manchuria, and lies 143 miles north of Chang-chun on the Chinese Eastern Railway line. Harbin is one of the magic cities of Asia. Harbin was only a little fishing village on the banks of the Sungari, unknown to the world till 1900, when Russians securing the concession to build the Chinese Eastern Railway, selected Harbin as the center of their activities in North Manchuria. Out of the waste land on the Sungari, Russians built a magnificient modern city, and in three years the new town grew to have a population of seventy thousand, with finely laid streets, public buildings and parks. Harbin was then called the marvel of the human achievements. The Chinese quarter of the city, Fu-chia-tien, made corresponding developments. Now the city of Harbin has a population of nearly 300,000—140,000 Russians and 150,000 Chinese. Harbin is still the commercial center of North Manchuria, and the Russian metropolis.

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Kitaiskaya Street, Harbin.

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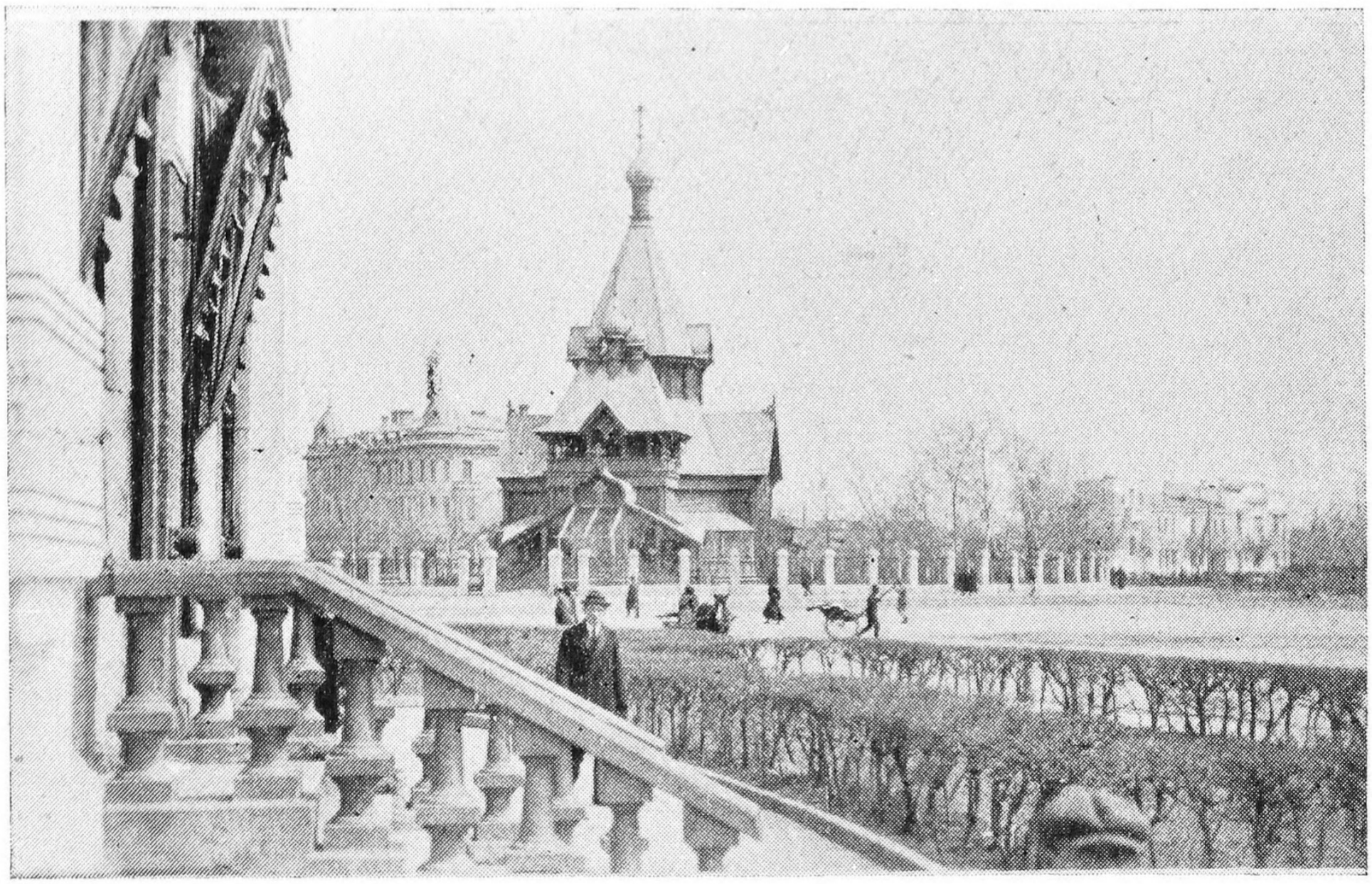
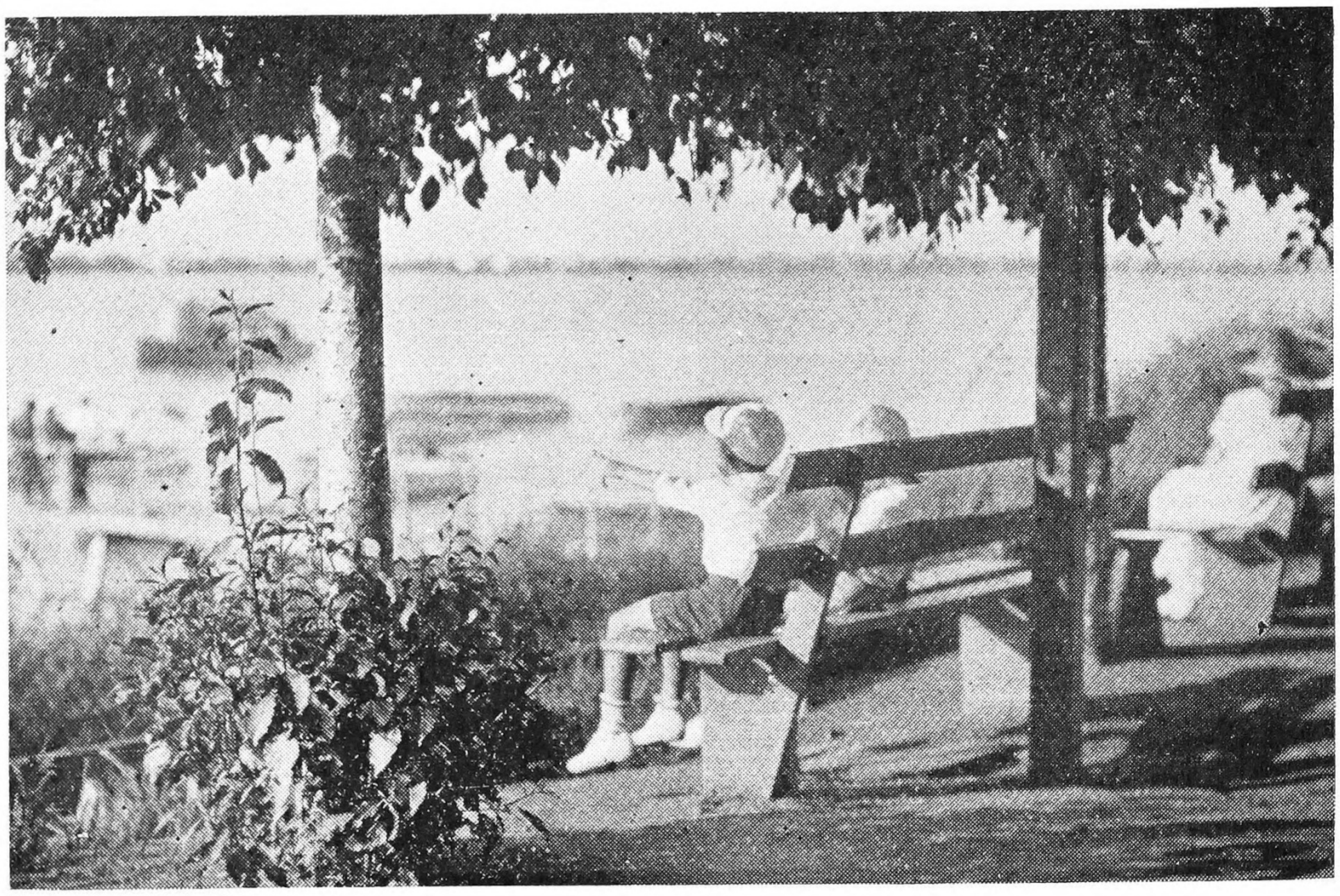


Central Church, Harbin.



Sungari River, Harbin.

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KIRIN

From Chang-chun runs the Kirin-Changchun Railway of the Chinese Government. Kirin is 80 miles from Chang-chun, and is situated on the Sungari. It was once the commercial metropolis of old Manchuria. Kirin is the most Manchurian town in Manchuria, and it is the center of the lumber trade, having the water communication with Harbin, Tsi-tsi-har, Petuna, and Sansing. Before the old town was destroyed by fire, the streets of the town was paved with huge logs, and probably Kirin had the oldest paved streets in Asia. Kirin is the second largest Chinese town in Manchuria, with a population of 80,000.

PEN-CHI-HU

Speeding from Mukden towards Chosen, the scenery along the railway line becomes fascinating nearing Pen-chi-hu. Rugged and densely wooded mountains on both sides rise abruptly from the railway track which runs along the gorge of rocks and rapids. The limestone hills around Pen-chi-hu are full of caves through many of which run subterranean waterways. Pen-chi-hu has been famous for its pottery since the days of the Korean occupation of the territory. Nearby are also large coal and iron deposits which are now being worked by a Chino-Japanese corporation. The picturesque scenery extends for many miles along the line, and the Angler's Hill about twenty miles south-east of Pen-chi-hu is the prettiest spot on the line.

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MT. PHOENIX (FENG-HUANG-SHAN

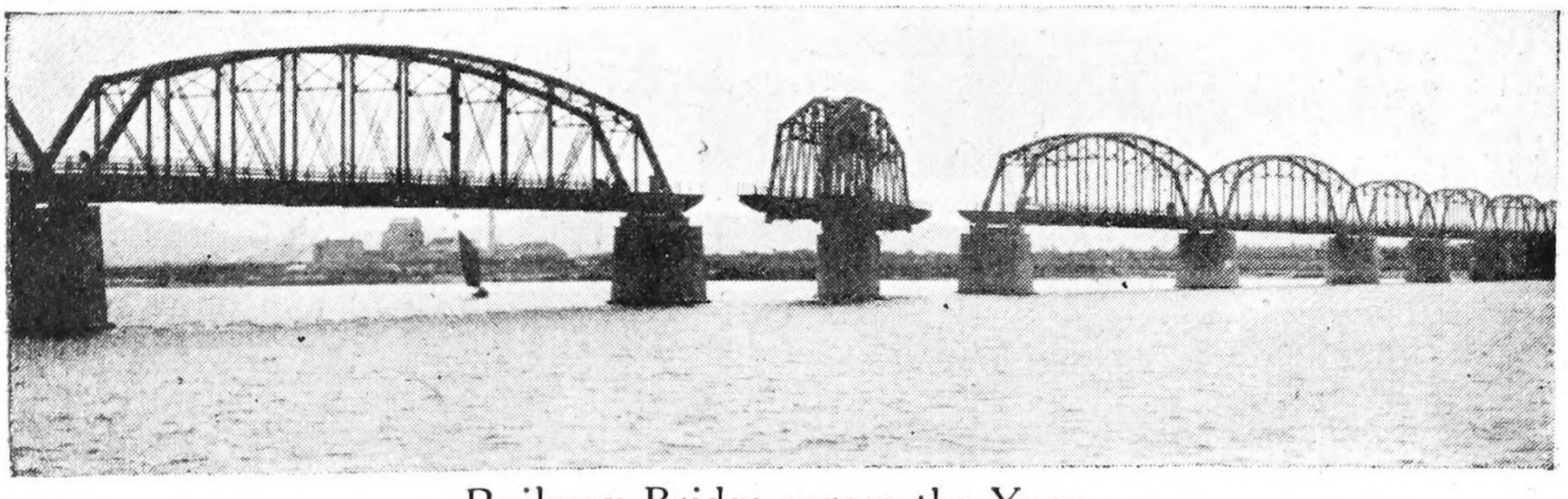
Beyond the railway station of Feng-huang-cheng towers Mt. Phoenix, the rugged outline of which resembles the crest of the fabled bird Feng-huang (Phoenix).

WU-LUNG-PEI

Wu-lung-pei is noted for its mineral springs. A good Japanese hotel with accommodations for foreign visitors has been built. The scenery around the park in which the hotel is located is delightful with Mt. Phoenix in the background.

AN-TUNG

Antung is on the Yalu, about seven miles above the mouth of the river. It is a great lumber and wild cocoon center of Manchuria. Lumbers are floated down as rafts from the virgin forests on the upper branches of the river. The new town of An-tung is quite modern, and is developing to be a business as well as manufacturing town. The railway bridge over the Yalu is 3,097 feet long, built in 1909.



Railway Bridge across the Yaru.

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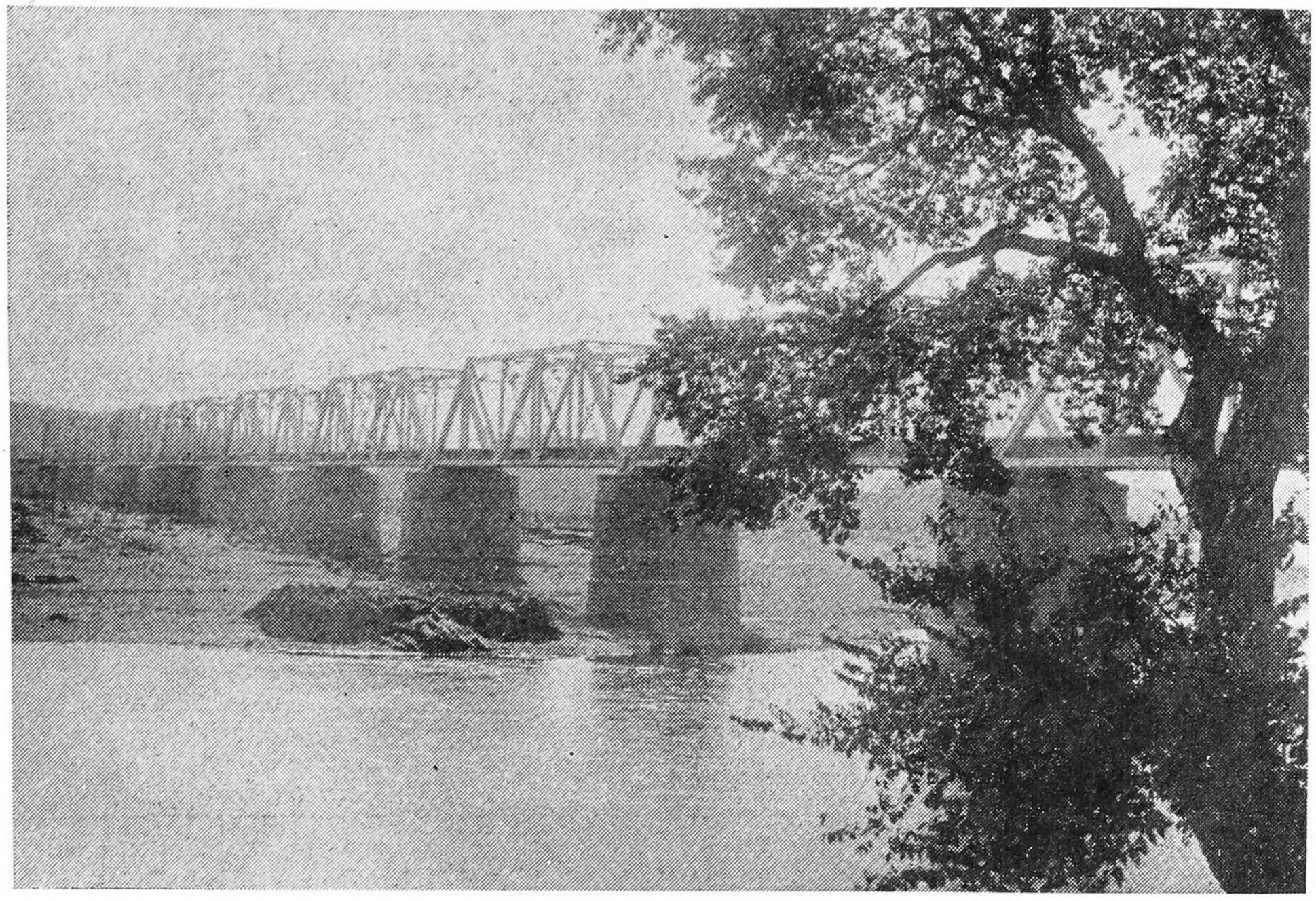
Chinese Pottery Works, Penchihu.



Railway Bridge over Taitzu River,.

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Angler's Hill, near Penchihu.

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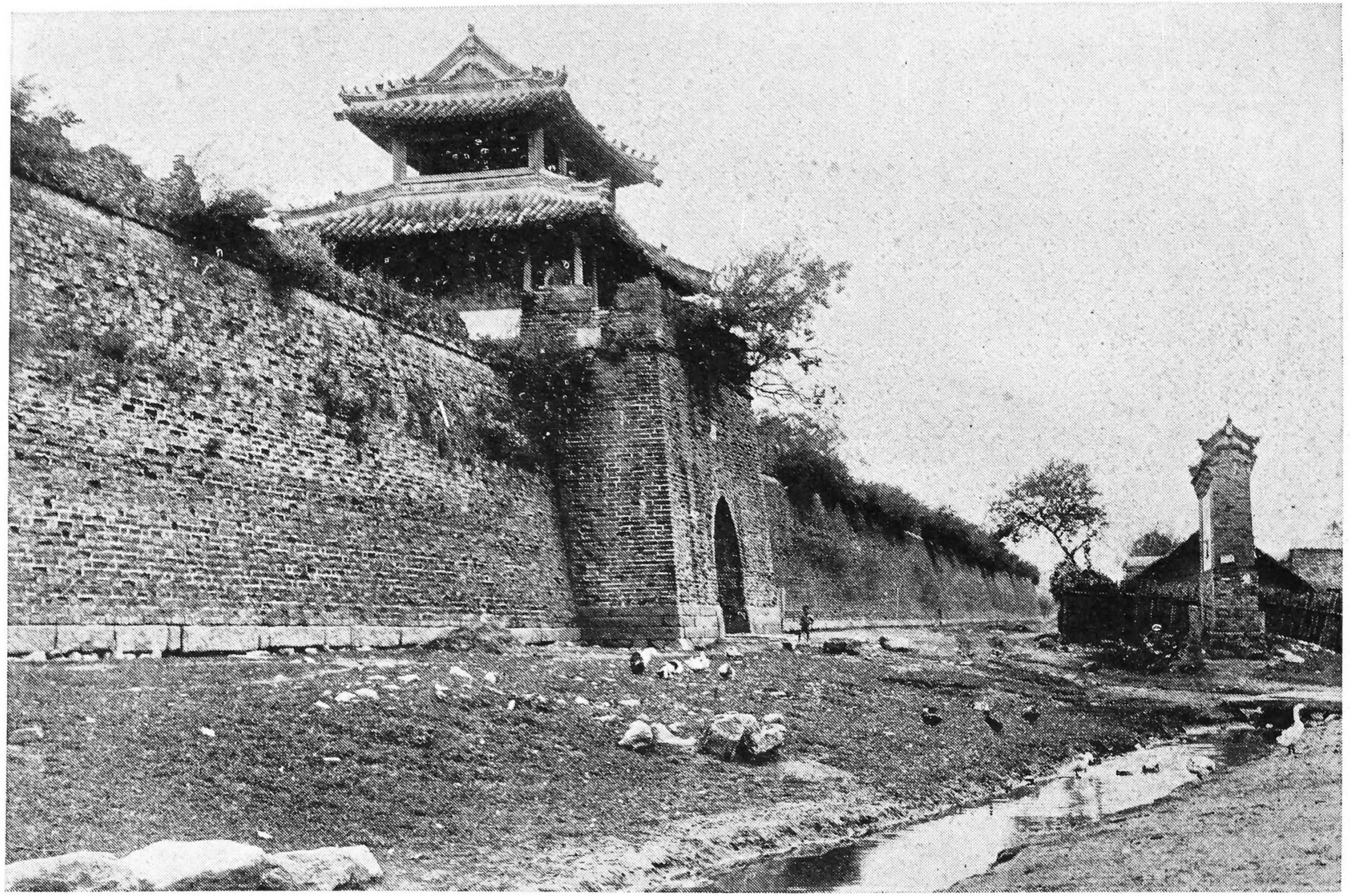

Feng-huang-shan.

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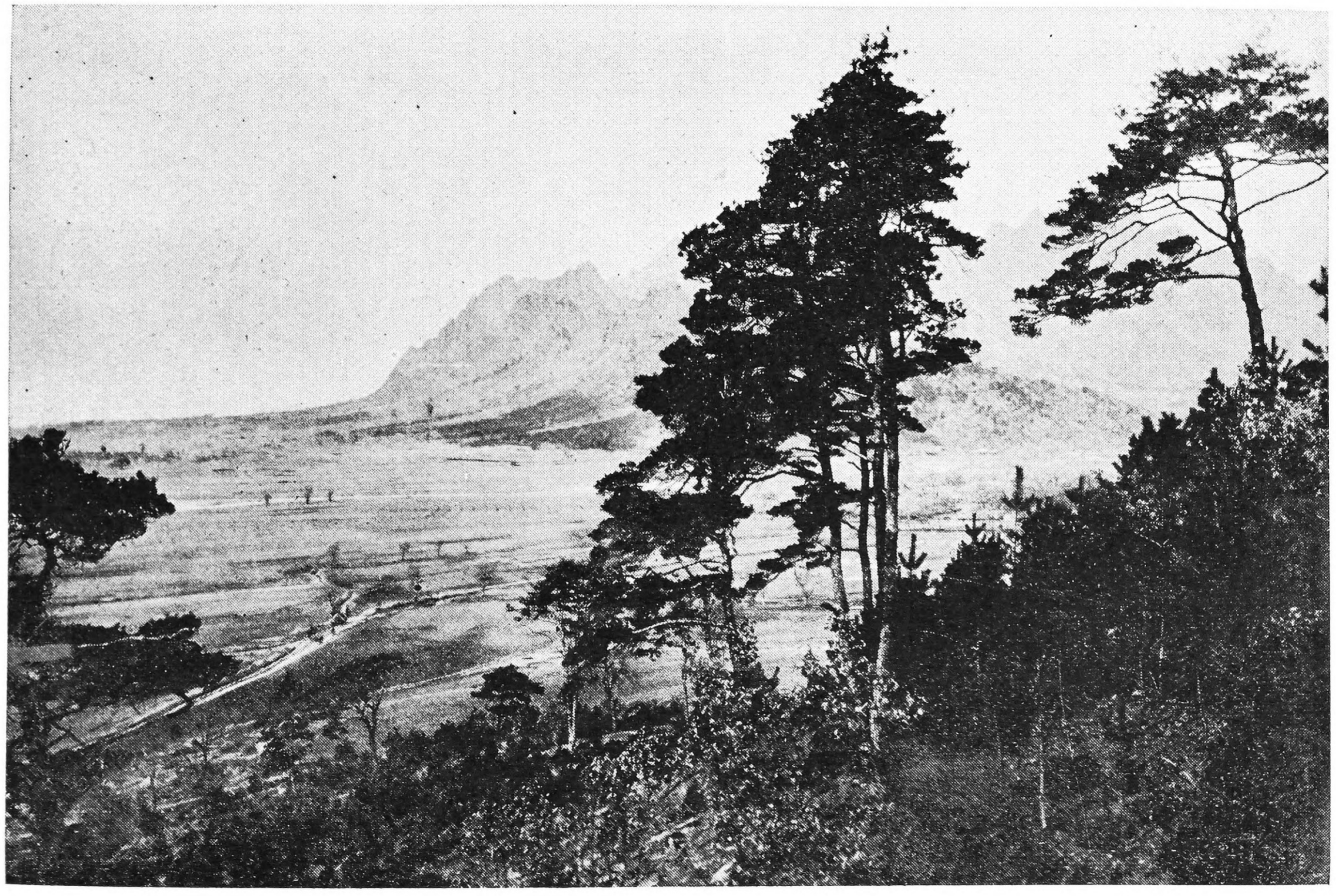

Mt. Phoenix.

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CHOSEN

CHOSEN is one of the most romantic and interesting countries in the Far East. Once Hermit Kingdom, the country is now keeping up with the rest of the civilized world. Centuries ago Chosen was one of the most highly civilized nations of the world, and in arts, literature, architecture, she taught Japan, and was also the medium of introducing the Chinese civilization to Japan. Unfortunately most of the ancient arts and literature of Chosen are now lost, and are only to be found in the ancient relics discovered in tombs and old temples.

The white dress of Koreans in the fields and cities is picturesque. They dress in white in all seasons, only children wearing dresses of brighter colours, red, green or yellow. Coloured dresses are unknown to the grown up. The white dresses give the women a constant task of washing, and they will be seen everywhere doing their family washings in brooks and rivers. Men wear quaint gauze hats, which resemble in shape silk hats, but smaller in size. Old Koreans smoking two foot long pipes, wearing black small top hats and walking slowly through the busy streets of the modern cities are really fascinating. Old culture of the country has taught the people to be gentle and courteous. Korean houses are heated by means of flues running under the floor.

In the last fifteen years, thousands of new roads were constructed throughout the country, and railway lines reach all important centers. Afforestation of bare hills has been car-

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ried out with success, and everywhere young trees can be seen on the hill sides which were once bare.

The total population of Chosen is 17,300,000, of which 350,000 are Japanese.

HEIJO

Heijo is one of the oldest towns in Chosen, and now the largest city next to Keijo. Heijo is now becoming a commercial and industrial center of North Chosen. The town has many places of interest to visitors. The Daido-gate, standing on the Daido river, is over 340 years old, and commands a view of not only the entire city, but also the surrounding fertile fields. The architecture of the gate tells something of the old arts of Chosen. Botan-dai is a hill in the suburbs of the town within twenty minutes, ride by motor. There are remains of an ancient fort on the Daido-river with temples and gates which figured in the history of Chosen. Botan-dai was a scene of battle in the Chino-Japanese War. The prominence of Botan-dai is a beautiful park. Heijo has a population of 75,000.

KOSAI

The famous sepulchres of Kosai are found three miles from the railway station of Kiyo, 17 miles from Heijo on the Chinnampo branch line. These ancient structures are of rare interest to antiquarians. The chambers of three large sepulchres are of stone, and the largest measures 40 feet high and 170 feet long. The frescos of the Chambers are considered to be the most valuable treasures remaining from the ancient times of Chosen.

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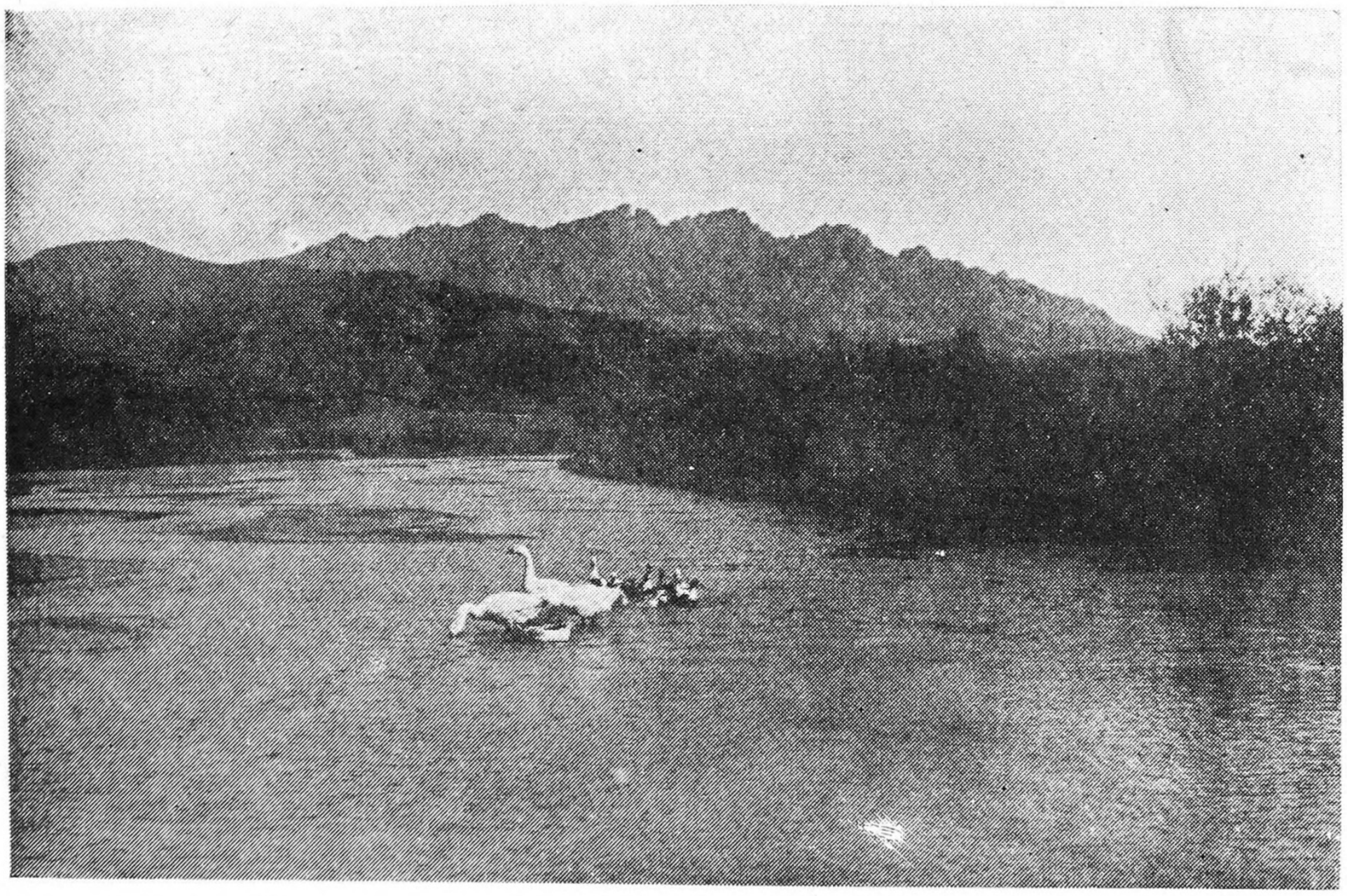
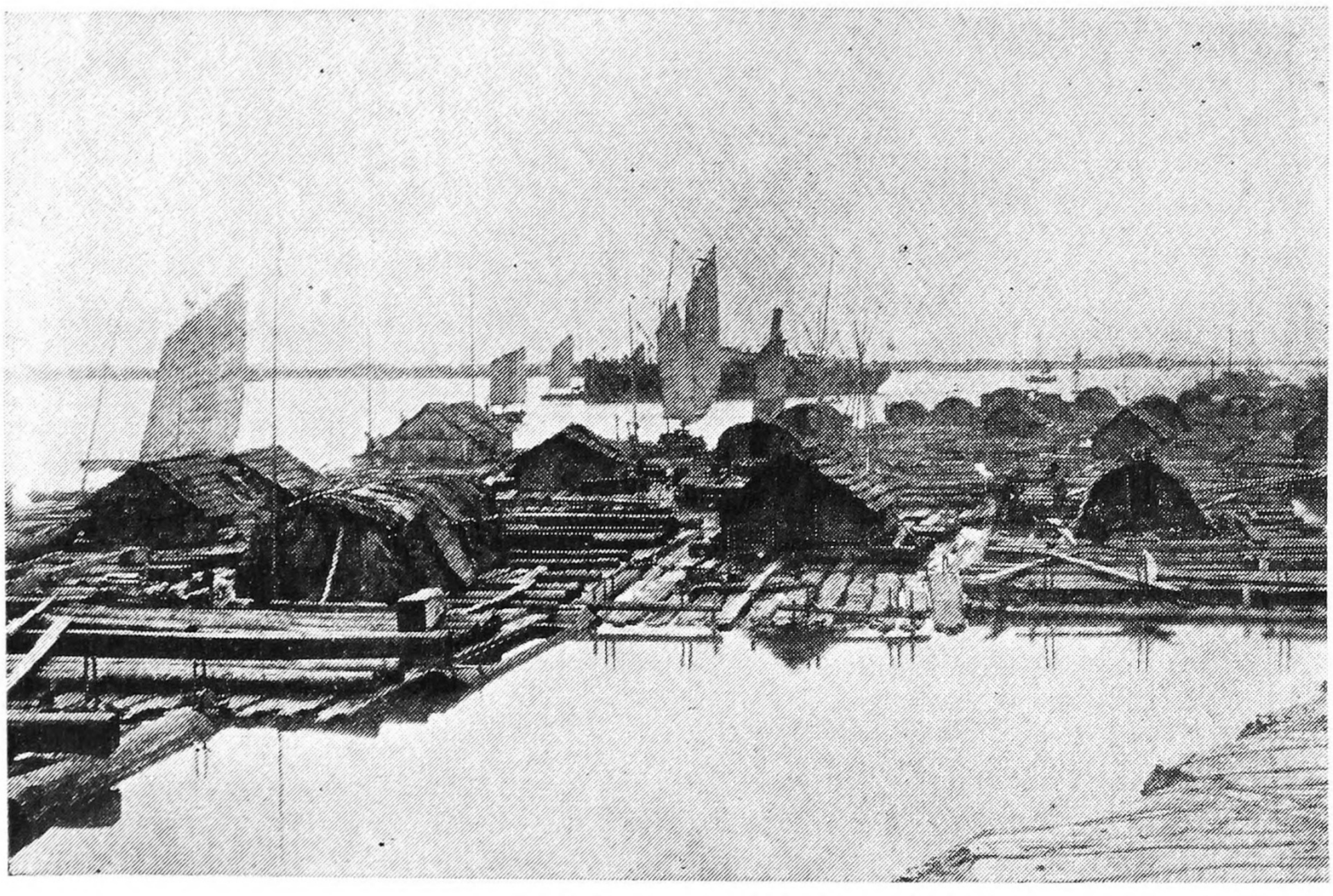


Near Wulungpei Hot Springs.



Rafts on the Yalu.

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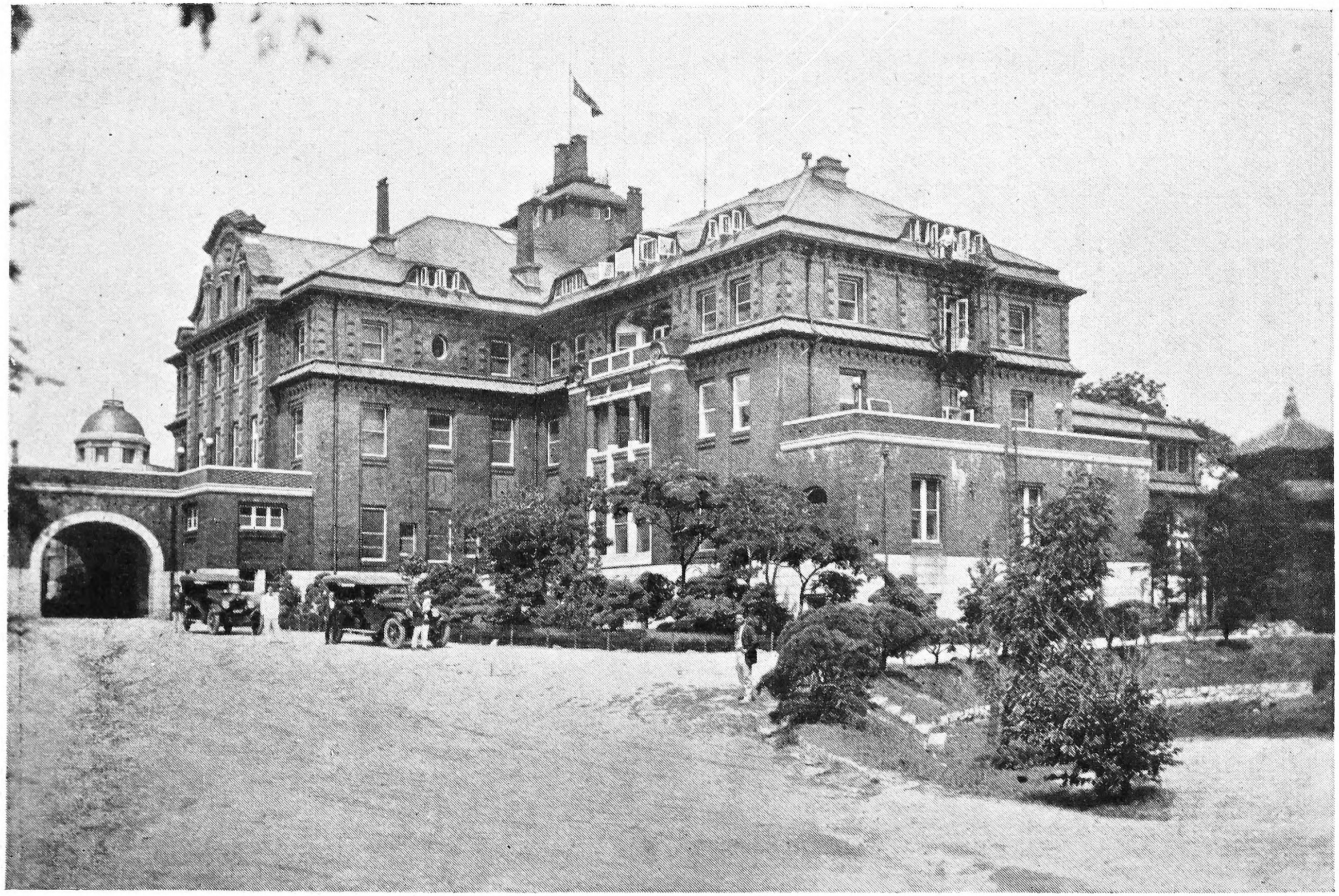

Chōsen Hotel, Keijō.

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KAIJO

In the 9th century the King of Korai conquered the whole Korean peninsula and made Kaijo the capital, and for nearly five centuries, Kaijo remained the capital of Chosen. During the reign of Korai, the arts and industries of Chosen reached their highest development, and the relics of the Korean arts are still to be found at Kaijo. Remains of the ancient Palaces and large buildings are still to be seen. Immence tombs and graves are also of interest. The district around Kaijo is noted for the cultivation of the Ginseng, a costly plant for medicinal purposes. From the train windows the Ginseng fields can be seen.

KEIJO (Seoul)

Keijo had formerly walls around the inner city, and there were many huge gates with towers. But walls were all demolished, and of the former gates, only the South and East Gates remain. As it was the Capital of Chosen for many centuries, Keijo has innumerable points of interest. It is still the administrative center and the largest city of the peninsula with a population over a quarter million, of which 64,000 are Japanese. The Shotoku-kyu is the palace occupied by Prince Li, and within its compounds are Zoological and Botanical Gardens and a Museum which contains rare treasures and relics of the ancient civilization of the Hermit Kingdom. The Keikairo in the Keifuku Palace is a magnificent structure having 48 huge granite pillars. The Nanzan Park located on the southern hill gives a bird's eye view of the city. Seiyori, a charming suburban place containing the royal tombs of the

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Li dynasty can be reached in half an hour by motor. The Arts Shop maintained by the household of Prince Li, with an aim to revive the ancient arts of Korea, is worthy of a visit. The Pagoda Park contains a marble Pagoda, 40 feet high, covered with elaborate carvings of Buddha and his disciples.

JINSEN (Chemulpo)

A branch line runs from Keijo to Jinsen, one of the principal ports of Chosen, the distance being only an hour's ride. The Getsubi Island in the harbour is famous for cherry blossoms which cover the whole hillsides in spring. The Koka Island, northwest of Jinsen, have many ancient temples aud ruins dating back several hundred years or more. Jinsen is well known for the wideness of its tidal range which reaches some 32 feet. Jinsen is now a town of 37,000 people.

DIAMOND MOUNTAIN (Kongo-san)

Kongo-san is one of the scenic wonders of the world; but the archaic beauty of various temples, several hundred years old, built amidst dense forests gives a unique charm to Kongo-san. Of the temples in the mountain, Chosan-ji with 15,000 statues of Buddha, Hyo-kun-ji, Seiyo-ji, and Sinkei-ji are all temples of wonderful architecture and contain many valuable ancient documents and books. Kongo-san is the name given to a part of the range forming the back-bone of the peninsula, and is a cluster of marvelous granite peaks covering an area of one hundred square miles. The fantastic rocks gnawed away by the erosion of age and elements extend to the sea, where huge waves beat against the granite pillars

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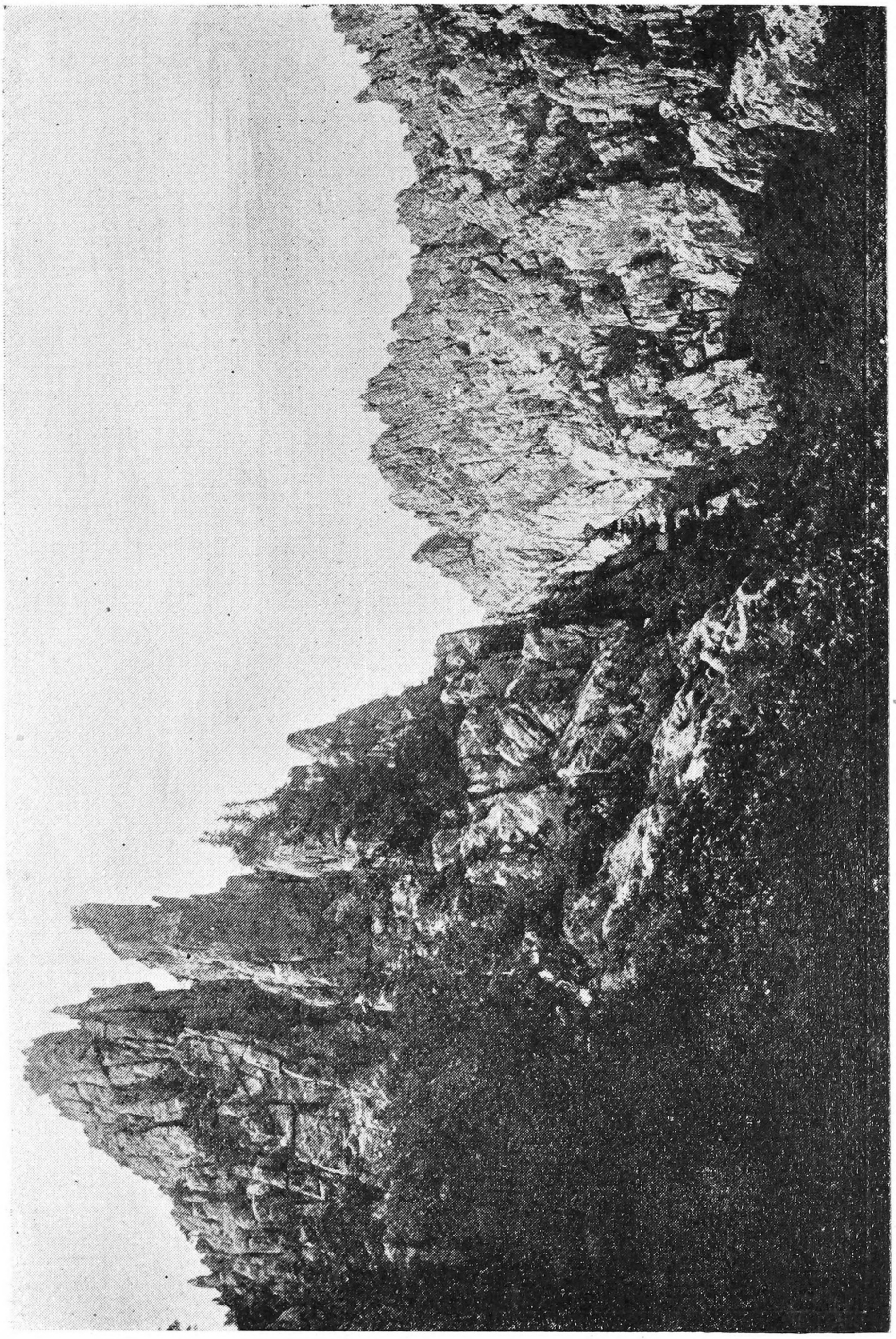

Diamond Mountain, Chosen.

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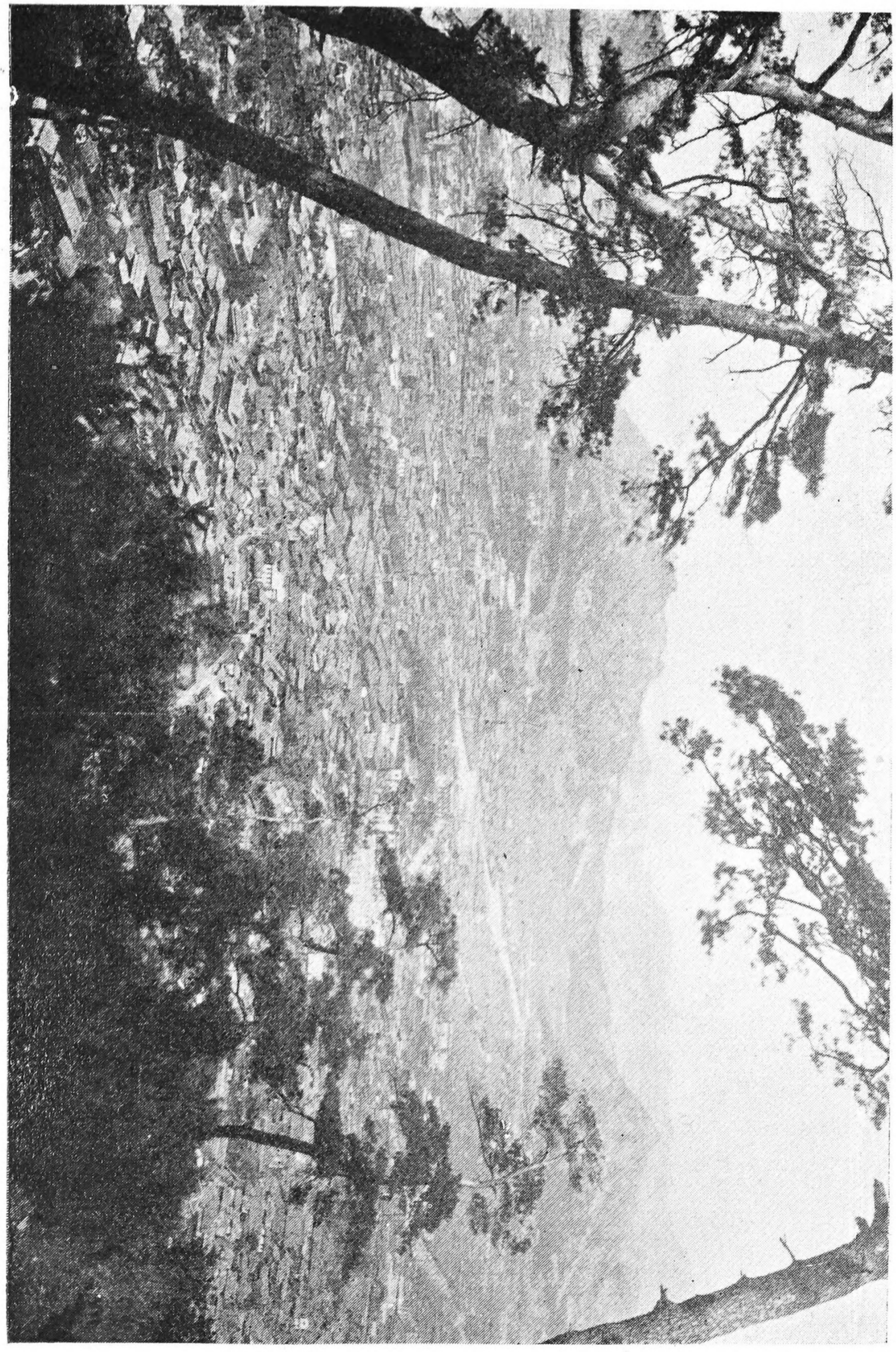

Keijo (Seoul)

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and statues of all shapes. The fascinating feature of Kongo-san is the sudden appearance of mountain-like granite rocks carved out by nature in every imaginable and fantastic shape, as one proceeds over the rapids and clears torrents. Kongo-san is more beautiful in autumn when foliage turns yellow and scarlet, but the mountain may be visited any time from July to October. The most convenient climb can be made from Heike, seventy miles from Keijo on the branch line to Genzan. From Heike motor cars take visitors to Choan-ji temple, where an excellent hotel is operated by the South Manchuria Railway Company. Making this one's head-quarter, the whole wonders of Kongo-san can be visited in four or five days. Another route is from Genzan, but one may enter the mountain from Heike and return by way of Genzan, seeing both the inner and outer Kongo. Arrange-ments for the trip to Kongo-san can be made with the Chosen Hotel, Keijo.

SUIGEN

About 140 years ago, the then Emperor built here a fort with twenty feet walls, and large buildings. Walls and vari-ous buildings are still to be seen, telling their original state of grandeur. Among the interesting relics there are the ruins of an astronomical observatory. The Emperor also made a beautiful park around Suigen, building an artificial lake, and planting trees on the hill sides. His efforts have given the luxurious forests on the outskirts of the town.

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TAIDEN

This is a modern town built since the coming of the railway, but has now developed into a thriving town of 6,500 people. As from here runs the branch railway line to Moppo and Gunzan, both important ports of the Yellow Sea, Taiden is becoming a great trade center.

TAIKYU

Taikyu is the largest city and commercial center of South Chosen. It is the central market of products, and on its market days, thousands of producers and dealers gather from the distance of hundred miles or more. The autumn market is specially famous and attracts immence crowds. The town has a population of 45,000.

KEISHU

Keishu is situated 45 miles from Taikyu on a light railway line. About fifteen centuries ago the peninsula was divided into three kingdoms, and Keishu was the capital of Shiragi, one of the three. Old tombs, images of Buddha, and old buildings are of rare interest to students of the arts of the Orient, and tell the glorious civilization of Korea during these periods. Bukkoku-ji was first built in the 5th century, but the parts remaining now are of much later construction. The Taho Tower built of granite is over twenty feet high, and although left exposed in the open for over a thousand years, it still retains its original beauty. On a hill about a mile from Bukkoku-ji is a famous stone Buddha. Surrounding the stone statue of Buddha in sitting posture, ten feet high, placed on a

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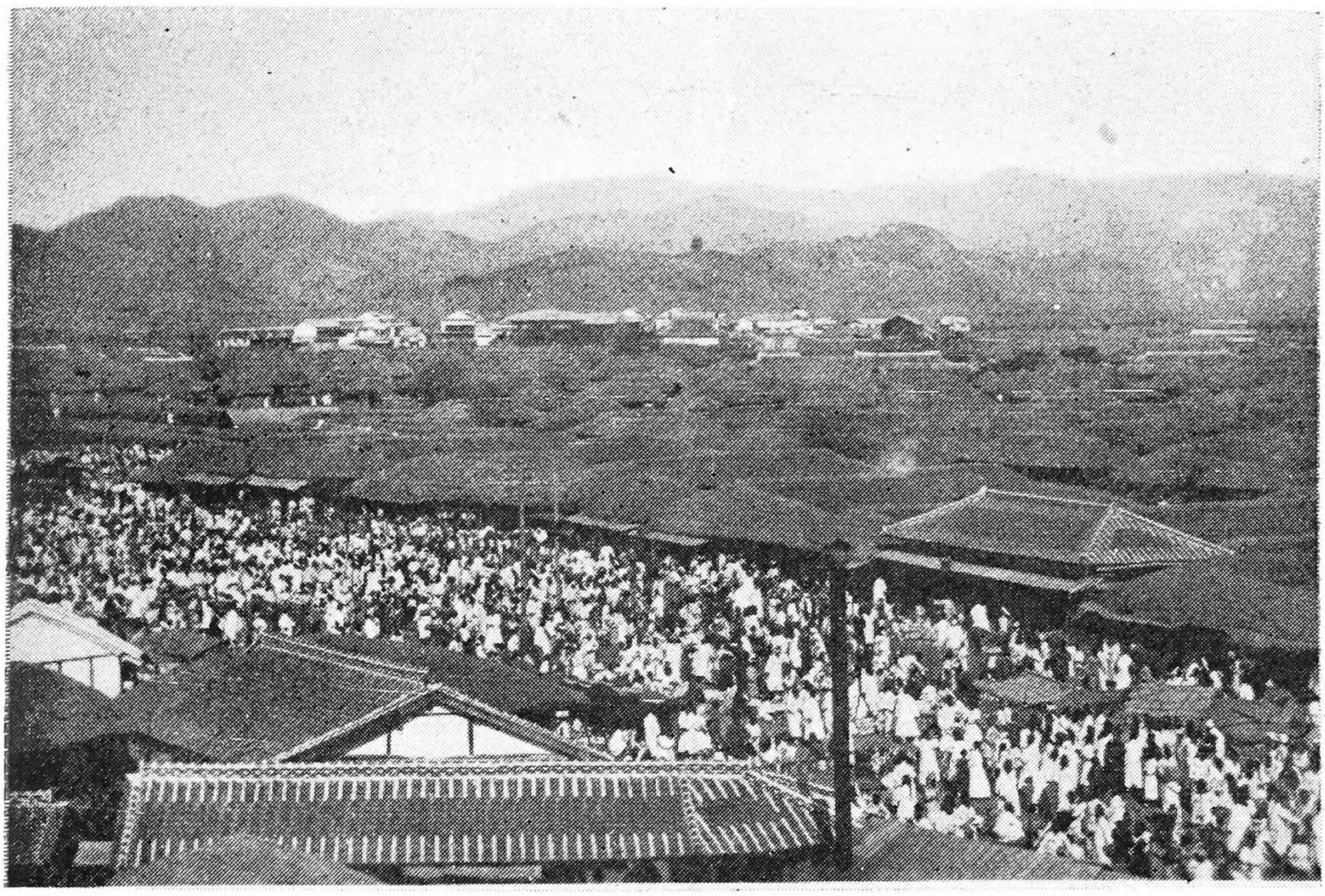

Fair at Taikyu, Chosen.

Effigies supposed to protect people from harm, Chosen.

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Fusan Station Hotel,

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granite seat of five feet, are stone statues of thirty six disciples. The wonderful execution of this group of statues make them one of the greatest productions of the Oriental arts. There is also a huge bell weighting 75,000 pounds said to be cast in 771. There is also the remains of an astronomical observatory built in 630. It is entirely of granite, and is believed to be the oldest observatory in the Orient. Antiquarians and historians may find innumerable interesting relics that will give them an idea of the old Korean civilization.

FUSAN

Fusan is the gateway to Chosen, and with the establishment of the railway connections with China, Siberia and Europe, via the South Manchuria Railway, the port has rapidly developed. Its population increased to 75,000. Between Fusan and Shimonoseki (Japan) twice daily steamer services are maintained. In the suburbs of Fusan there is the delightful hot spring resort of Torai which can be reached in 30 minutes by motor. Torai can be easily visited while one awaits train or steamer at Fusan.

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JAPAN TOURIST BUREAU

THE Japan Tourist Bureau was established in 1912, with the co-operation of Railways, Steamship Companies, Hotel Proprietors, etc., in Japan, Chosen, South Manchuria, and Formosa, for the purpose of supplying Foreign Tourists and Travellers with every possible assistance and facility, free of charge.

The Bureau undertakes to furnish estimates of travelling expenses, arrange itineraries, provide guide-books and literature, procure admission to places of interest, recommend hotels, receive letters, and render assistance in a thousand and one ways to make touring and travelling both easy and delightful.

DAIREN BRANCH OFFICE

South Manchuria Railway Office, Dairen

Office Hours : 9 a.m. to 4 p.m. (Closed on Sundays & National Holidays)

Tel. No. 3101-339. Tel. Add. "TOURIST"

Codes : A.B.C. 5th Ed., A1, and Lieber's

INQUIRY OFFICES IN MANCHURIA :

DAIREN :.....S. M. R. Office
" .....S. M. R. Yamato Hotel
PORT ARTHUR :.....S. M. R. Station
MUKDEN :.....S. M. R. Yamato Hotel
CHANGCHUN :.....S. M. R. Station
HARBIN :.....S. M. R. Branch Office

HEAD OFFICE

Tokyo Station, Tokyo

BRANCH OFFICES :

DAIREN :.....South Manchuria Railway Office
CHOSEN :.....South Manchuria Railway, Keijo Office, Seoul
TAIPEH :.....Formosan Railway Hotel Building
TSINGTAO :.....N.Y.K. Branch Office, Tsingtao

TICKET & INQUIRY OFFICES :

TOKYO :..... Tokyo Station
YOKOHAMA : .....78, Yamashita-cho
KOBE : .....2, Kaigan-dori Itchome
SHIMONOSEKI :.....Sanyo Hotel Building
NAGASAKI :.....4, Oura
PEKING : .....Morrison Road

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南滿洲鐵道株式會社鐵道線路

SOUTH MANCHURIA RAILWAY

哩程表
MILEAGE TABLE

大連長春間 Dairen to Changchun	435.8
奉天安東間 Mukden to Antung	170.2
大連旅順間 Dairen to Port Arthur	37.1
蘇家屯撫順間 Suchiatun to Fushun	30.9
大石橋營口間 Tashihchiao to Yingkou	13.9
大連上海間 Dairen to Shanghai (海里 Nautical miles)	550.0

- 南滿洲鐵道線路 South Manchuria Ry. Lines
- 停車場 Stations
- 南滿洲鐵道上海航路 S.M.R. Co.'s Steamer Line
- 接續鐵道線路 Connecting Railways
- 委任經營線路 Turst manajement line
- 汽船航路 Steamer Lines
- 道路 Roads
- 都邑 Cities and Towns
- 鑛山 Collieries and Mines
- 古戰場 Battle Fields
- 溫泉 Hot-Springs
- 境界 Boundaries

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SOUTH MANCHURIA RAILWAY

OPERATING ALL LINES IN SOUTH MANCHURIA & CHOSEN

TRAVELLERS and TOURISTS journeying between Tokyo and Peking should travel via the South Manchuria Railway, which runs from Fusan to Mukden and passes through magnificent scenery. Only a short sea passage 8 hours, between Shimonoseki and Fusan. At Mukden the line connects with the Peking-Mukden Line and the main line of the South Manchuria Railway, running from Dairen to Changchun, where connection is made with the C. E. Rly. for Harbin.

The ordinary and express daily trains have sleeping and dining accommodations. Steamer connections between Dairen, Tsingtau and Shanghai by the Dairen Steamship Company's excellent Passenger and Mail Steamers, with Wireless telegraphy and qualified doctor on board.

Modern hotels under the Company's management are established on foreign lines at Fusan, Seoul, Shingishu and Kongosan in Chosen and Mukden, Changchun, Port Arthur, Dairen and Hoshigaura (Star Beach).

Illustrated Booklets and all information post free on request from the Railway Department.

SOUTH MANCHURIA RAILWAY COMPANY,

DAIREN

BRANCH OFFICES:

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